FORCE PROJECTION/EXERCISE
AUTOMATIC IDENTIFICATION TECHNOLOGY (AIT)
EVALUATION GUIDE

DEPLOYMENT PROCESS
MODERNIZATION OFFICE

FORT EUSTIS, VA
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PREFACE

This document provides a comprehensive Guide for evaluating the use of automatic identification technology (AIT) in force projection operations and exercises. It will also assist users responsible for planning and implementing AIT to gain in-transit visibility (ITV) over deploying forces, equipment, and cargo.

The Guide was developed as part of the Fort Eustis, Virginia Deployment Process Modernization Office (DPMO) initiative to develop AIT doctrine for force projection operations. The initiative involved creating an AIT Doctrine Working Group consisting of representatives from the Army and DOD that are involved in AIT and automated information system (AIS) support for force projection operations. A charter describing the responsibilities of the group was drafted and approved, and the group met three times between September 1999 and July 2000. During these work shops, AIT doctrine was developed and reviewed.

The AIT Doctrine Working Group and DPMO effort resulted in publication of this *Force Projection/Exercise AIT Evaluation Guide* and the *Guide to AIT Use in Force Projection Operations*. The *Guide to AIT Use in Force Projection Operations* contains the recommended AIT doctrine developed by the AIT Doctrine Working Group. The DPMO is currently incorporating this doctrine into the family of 100-17 (Force Projection) Field Manuals. The *Force Projection/Exercise AIT Evaluation Guide* is based on the proposed doctrine in the *Guide to AIT Use in Force Projection Operations*. Both documents are available for viewing and download on the DPMO Home Page at http://www.deploy.eustis.army.mil/.

The *Force Projection/Exercise AIT Evaluation Guide* was developed based on current as well as projected AIT and AIS capabilities that are scheduled for fielding in the next two to five years. This has resulted in some Guide subject areas including questions involving AIT and AISs (e.g., TC-AIMS II) that are not yet available. Exceptions have been made within the Guide for these evaluation areas. The "How to Use this Evaluation Guide" paragraphs in the Introduction section of this document provide a detailed discussion for using the *Force Projection/Exercise AIT Evaluation Guide*.

The DPMO is the proponent for this Guide. The DPMO Doctrine and Future Operations Branch welcomes your comments and recommendations for improving this Guide. Users can send suggestions to DPMO, Doctrine and Concepts Branch, Bldg 705, Room 229, Fort Eustis, VA 23604. Telephone is DSN 927-6069 or commercial (757) 878-6069.

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Force Projection/Exercise AIT Evaluation Guide

INTRODUCTION

1. PURPOSE.

This document was developed to provide a comprehensive guide for evaluating the use of AIT in force projection operations and exercises. It will also assist users responsible for planning and implementing AIT to gain ITV over deploying forces and associated unit equipment and cargo.

2. APPLICABILITY.

The guide is designed for use by personnel and commands assigned responsibilities for evaluating the use of AIT in support of force projection operations and exercises. It is also a tool to assist deploying units, deployment support units, installations/mobilization stations (power projection platforms [PPP] and power support platforms [PSP]), and other commands, agencies, or organizations at all command levels that use AIT for deployment operations. The guide focuses on key organizations and their AIT deployment responsibilities. These organizations include deploying units, installation activities, the Supported Commander in Chief (CINC), Joint Forces Commander (JFC), Army Service Component Commander (ASCC), Army Major Commands (MACOM), aerial and sea port activities (port mangers/operators, port support activities, arrival/departure airfield control groups), and Reception, Staging, Onward Movement and Integration (RSO&I) activities.

3. SCOPE.

The Guide focuses on the deployment and redeployment stages of force projection operations. It identifies key AIT activities and evaluation items beginning with pre-deployment activities and continuing through the redeployment process.

4. HOW TO USE THE EVALUATION GUIDE.

    a. General.

       (1) The AIT Evaluation Guide covers typical AIT related actions performed at key deployment and redeployment nodes in force projection operations. The AIT activities are identified in the context of a systems environment that includes AISs such as the Transportation Coordinator's Automated Information for Movements System (TC-AIMS II), Global Air Transportation Execution System (GATES), Worldwide Port System (WPS), Global Transportation Network (GTN), and the Joint Total Asset Visibility (JTAV) system.

       (2) The AIT Evaluation Guide is organized into two parts. Part 1 addresses the use of AIT in deployment operations and Part 2 covers the use of AIT in redeployment operations. Each part is divided into sections which address AIT activities and responsibilities that occur at specific nodes in force projection operations. Within Part 1, sections 1 through 14 cover AIT deployment activities beginning with pre-deployment planning and continuing through the RSO&I process. Section 15 identifies select queries that can be used to obtain ITV information from web enabled systems such as GTN, JTAV, and the Regional ITV Servers. Part 2 addresses redeployment and is similarly organized.

       (3) Each section is further divided into sub-sections. The sub-sections are logically sequenced to allow an AIT user or evaluator to follow the deployment/redeployment processes from start to finish at a specific node. The questions within each sub-section are designed to assist the user in evaluating or accomplishing AIT related tasks that provide or promote ITV over deploying unit soldiers, equipment, and cargo. All sub-sections are numbered and space is

provided for evaluator comments. For some questions, the question source or explanatory notes are included to provide additional information.

b. Answering AIT Evaluation Questions.

(1) Questions are based on tasks that AIT and AIS planners and users would be expected to accomplish at the specific deployment nodes. YES, NO, and NA columns are provided for checking responses. Users and evaluators are encouraged to use the COMMENTS column and space provided when additional comments further explain the answer.

(2) As stated in the Preface to this document, the questions in this guide are based on a "five year look" into the future (2004-2005). Therefore, some questions can not be answered unless a specific AIS is fielded. A case in point is TC-AIMS II, which is currently not fielded. If the answer to an evaluation question is dependent on a fielded TC-AIMS II capability, then the user's or evaluator's answer should be either:

(a) YES or NO if user has the specific TC-AIMS II capability being evaluated.

(b) "NA" if TC-AIMS II is not fielded and no other AIS is available to accomplish the task. If necessary, use the COMMENTS column to further explain the answer.

(c) YES or NO if TC-AIMS II is not fielded but an AIS such as the Transportation Coordinator's Automated Command and Control Information System (TC ACCIS) is in place and supporting the user. When answering the question, the evaluator should identify the AIS that is accomplishing or not accomplishing the task. If necessary, use the COMMENTS column to further explain the answer.

(3) TC-AIMS II related evaluation questions are annotated with following note: *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*

c. AIT Evaluation Guide Terminology. Several generic terms are used throughout the AIT Evaluation Guide. This allows evaluation of the question regardless of theater of operations, brand name of AIT device, or system capability when more than one device/system satisfactorily accomplishes the task. Guide users or evaluators should use the COMMENTS column to identify specific AIT devices, brand names, or system names. The following common terms are used in the guide:

(1) Satellite tracking system (STS) is used to describe capabilities inherent in the Defense Transportation Reporting and Control System (DTRACS/used in Europe), Defense Transportation Tracking System (DTTS/used in Continental United States), or Movement Tracking System (MTS/future capability).

(2) Smart Card (also known as a Common Access Card) describes a technology that includes an embedded microprocessor in a plastic card similar in size and shape to a military ID

cord. The Smart Card contains deploying soldier information and may include other data storage media such as magnetic strip, bar code, digitized photograph and printed information.

      (3) UDL (unit deployment list) is a "Joint term" and is used instead of DEL (deployment equipment list) to describe the equipment a unit is deploying with for a specific move.

5. GUIDE SOURCES.

The following primary sources were used in developing this document.

DOD Directive 4500-9-R-1, *Defense Transportation Regulation, Part III Mobility*, 11 April 1997
DOD AIT Concept of Operations, November 1997
DOD Implementation Plan for Logistics AIT, March 2000
Joint Publication 3-35, *Joint Deployment and Redeployment Operations*, 7 September 1999
USTRANSCOM AIT Integration Plan, June 1999
Air Mobility Command AIT Integration Plan, date TBD
MTMC AIT Integration Plan, October 1999
FM 100-10-1, *Theater Distribution*, 1 October 1999
FM 100-17, *Mobilization, Deployment, Redeployment, Demobilization*, 28 October 1992
FM 100-17-1, *Army Pre-Positioned Afloat Operations*, 27 July 1996
FM 100-17-2, *Army Pre-Positioned Land*, 16 February 1999
FM 100-17-3, *Reception, Staging, Onward Movement, and Integration*, March 1999
FM 100-17-4 *Deployment* (Draft)
FM 100-17-5 *Redeployment*, 4 August 1999
US Army AIT Transition Plan, 15 April 1999
EUSA Publication, *Radio Frequency, Automatic Identification Technology, and Intransit Visibility Guide,* September 1998
USAREUR Publication, *Automatic Identification Technology Guide and Responsibilities,* 1997
RF AIT Supervisor's Handbook, 31 March 1998
TAV Intransit Processing Station (TIPS) Users Manual (DRAFT), January 1999
Product Manger (PM) AIT Compact Disc, *Radio Frequency Identification Multimedia Training Package,* June 1999
Deployment Process Modernization Office, *A Guide to AIT Use in Force Projection Operations*
Unisys Corporation Deliverable, *Fly-Away Kit Design Document*, December 1999

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AIT EVALUATION GUIDE

PART 1 – AIT IN DEPLOYMENT OPERATIONS

Section 1 - AIT Pre - Deployment Planning

1.1 Theater ITV Plan				
	YES	**NO**	**N/A**	**COMMENTS**
1.1.1 Supported CINC/JFC ITV Plan				

1. Has a Theater ITV Plan been developed by the Supported CINC/JFC or an executive agent that is appointed by the Supported CINC/JFC? Does the CINC/JFC portion of the plan identify the:
 	
    a. Scheme for ITV support to include:
 	
        (1) The types of AIT devices that will be used and the types of unit equipment and cargo that require these AIT devices in order to establish ITV during force projection operations at the various RSO&I nodes?
 	
        (2) Types of locations (e.g., aerial ports of debarkation [APOD], sea ports of debarkation [SPOD], en route sites, theater staging bases [TSB], and the tactical assembly areas [TAA]/other designated integration locations) where ITV movement reporting to GTN will be accomplished for applicable unit equipment, cargo, and personnel?
 	
        (3) Types of ITV movement events that will be reported to GTN for applicable unit equipment, cargo, and personnel arriving and departing APODs, SPODs, en route locations, TSBs, and TAAs/other designated integration locations?
 	
        (4)   Reporting standards for the passing of ITV movement data to GTN for applicable unit equipment, cargo, and personnel arriving at the APODs/SPODs and moving to the TAA/other designated integration locations? (Note: The DOD AIT Implementation Plan requires unit move reporting to GTN within one hour of the movement event at all nodes.)
 	
        (5) ITV movement reporting scheme that will be established at the APODs and SPODs for the reporting of movement data to GTN?				

1.1 Theater ITV Plan				
	YES	**NO**	**N/A**	**COMMENTS**
(6) ITV movement reporting scheme that will be established at ASCC and Theater Support Command (TSC) activities supporting the APODs, en route locations, TSB, and TAA for the reporting of movement data to GTN?				
(7) ITV movement reporting scheme and associated time standards for reporting of movement data to GTN for sustainment cargo? (Note: Reporting standards are contained in the DOD AIT Implementation Plan. Also, see sub-section 15.2.)				
(8) Theater policy for the checking and replacing of RFID tag batteries at theater nodes?				
(9) Theater policy for the disposition and turn-in of individual RFID tags, RFID tags turned-in with 463L cargo nets, and unserviceable RFID tags?				
(10) Theater policy for accounting for missing RFID tags?				
b. Support tasks to be accomplished by US Transportation Command (USTRANSCOM) Transportation Component Commands to include:				
(1) ITV and AIT related support to be provided at Military Traffic Management Command (MTMC) operated sea ports? (See sub-section 1.2 for more details.)				
(2) ITV and AIT related support to be provided at Air Mobility Command (AMC) operated aerial ports? (See sub-section 1.2 for more details.)				
c. ITV and AIT related support to be provided by the ASCC? (See sub-section 1.1.2 for more details.)				
d. Involvement in AIT related activities/support by the Host Nation?				
1.1.2 ASCC ITV Planning				
1. Has the ASCC developed its supporting plan to the Theater ITV Plan? Does the plan include:				

1.1 Theater ITV Plan				
	YES	**NO**	**N/A**	**COMMENTS**
a. Implementing guidance which states that the plan implements ITV policies and procedures established by the Supported CINC/JFC?				
b. An explanation of the types of AIT devices that will be used as well as the types of unit equipment and cargo that will have RFID tags, MSLs and satellite transponders mounter, affixed, or installed in order to establish ITV during RSO&I processing?				
c. The locations and units tasked to support cargo and passenger holding areas, marshaling areas, staging areas at the APODs/SPODs, TSB, support sites, rest halt sites, convoy support centers (CSC), rail transit points, Army Pre-positioned Stocks (APS)-Land draw sites, and designated integration locations?				
d. Taskings to subordinate organizations for providing manpower, AIT equipment, AISs, and/or communications equipment to support AIT taskings involving:				
(1) Movement control teams (MCT)?				
(2) Arrival airfield control groups (AACG)?				
(3) Port staging areas (PSA)?				
(4) TSC designated control elements at APOD equipment holding areas/marshaling areas?				
(5) TSC designated control elements at SPOD staging areas/marshaling areas?				
(6) TSB control elements?				
(7) TSC organizations supporting rest halt locations, CSCs, rail transit points?				
(8) TSC organizations supporting TAA/other designated integration locations?				
e. Any limitations concerning locating RFID tag				

1.1 Theater ITV Plan				
	YES	NO	N/A	COMMENTS
readers/interrogators based on considerations for protection of AIT source data?				
f. The policy regarding which support organizations and the organizational levels that are authorized to export RFID tag data to the appropriate Theater ITV Server after tags are written?				
g. How RFID tags will be disposed of/turned-in/ recycled once the unit reaches its theater destination?				
h. Alternate procedures for collecting unit equipment and cargo ITV movement data in the event that RFID tag readers/interrogators cannot be used due to Operations Security (OPSEC) reasons or Host Nation restrictions?				
i. How satellite tracking systems will be employed and what ASCC designated organization will be responsible for maintaining and installing satellite transponders at the APODs, SPODs, TSB, and APS draw sites?				
j. How RFID tag and satellite tracking system data will be integrated into Regional ITV Server database?				
k. The ITV movement reporting scheme that will be established to allow for capturing and reporting ITV movement events at each node from reception in the theater to integration at the TAA? Does the ITV movement reporting scheme specify:				
(1) The organizations that are responsible for ITV movement reporting at the APOD/SPOD, TSB, en route locations, and the TAA/other designated integration locations?				
(2) An explanation of which ITV movement events will be reported to GTN, JTAV, and the appropriate CONUS/Regional ITV Server?				
(3) An explanation of how ITV movement events will be reported to GTN, JTAV, and the appropriate CONUS/Regional ITV Server and which				

1.1 Theater ITV Plan				
	YES	**NO**	**N/A**	**COMMENTS**

AIS will be used to accomplish the reporting?
 	
      (4) The time standards for reporting ITV movement events to GTN? (Note: The DOD AIT Implementation Plan requires unit move reporting to GTN within one hour of the movement event for all moves departing the APOD/SPOD, arriving at and departing from the TSB, and arriving at the TAA/other integration location.)
 	
    l. The designation of AACGs, TSC marshaling area control elements, PSAs, or other organizations that will provide support at the APODs, SPODs, and TSB? Does the plan also specify whether these organizations will accomplish the following actions when assistance is requested by the deploying unit to:
 	
      (1) Produce RFID tags?
 	
      (2) Military shipping labels (MSL)?
 	
      (3) Smart Cards?
 	
    m. The contents of Inter Service Support Agreements (ISSA) or Memorandums of Agreements (MOA) that have been established with USTRANSCOM and non-USTRANSCOM APODs/SPODs concerning AIT use and how personnel from AACGs, TSC designated support units, MCTs, and PSAs will be integrated into the port clearance and AIT effort at the ports?
 	
    n. The approved RF frequencies that have been allocated (frequency supportability) for designated areas within the theater of operations?
 	
    o. The process for requesting and obtaining RF site assignment?
 	
    p. An explanation of how AIT will be used to capture the movement of APS-3 stocks from the SPOD to the TSB?
 	
    q. An explanation of how AIT will be used to				

1.1 Theater ITV Plan				
	YES	**NO**	**N/A**	**COMMENTS**

capture the movement of APS-Land equipment moving from the draw sites to the TSB and TAA/designated integration locations?
 	
    r. The policy concerning which activity (deploying unit or supporting MCT) will be responsible for capturing ITV data, entering the data into TC-AIMS II, and passing the data to GTN for APS-Land equipment departing the draw location?
 	
    s. The policy for the creation of and affixing of RFID tags to APS-3 and APS-Land equipment? Does the plan specify:
 	
        (1) What organization will provide the RFID tags, tag batteries, and write stations?
 	
        (2) What organization (deploying unit or other TSC designated organization) will write required RFID tags?
 	
        (3) When RFID tags will be written and installed?
 	
    t. Procedures and provisions regarding the tagging and labeling of reconfigured unit equipment and cargo? Does the plan specify:
 	
        (1) Whether new MSLs and/or RFID tags will be created for reconfigured unit equipment and cargo items at the APODs/SPODs and TSBs?
 	
        (2) Under what conditions new RFID tags and/or MSLs will not be created for reconfigured unit equipment and cargo items at the APODs/SPODs and TSBs?
 	
    u. An explanation of how AIT will support the capture of ITV movement data for unit soldiers, equipment, and cargo arriving at the TAA or other designated integration location?
 	
    v. The tasking of an activity/organization that will have command oversight for monitoring the number of				

1.1 Theater ITV Plan				
	YES	NO	N/A	COMMENTS
RFID tags being read at different nodes to identify problems associated with the location of RFID tag readers/interrogators or tags with "low batteries?" (Note: Existing CONUS/Regional ITV Server databases contain reports that help identify RFID tag reading problems at the different deployment nodes.)				
w. Any OPSEC issues that impact the use of AIT, capturing of ITV data, and/or reporting of ITV movement data to AISs?				
x. The policies and procedures for disposing of, deactivating, or turning in serviceable as well as unserviceable RFID tags and satellite transponders at the various nodes in the theater of operations?				
y. The policies and procedures for closing out ITV movement reporting in the theater of operations?				
z. Where deployable AIT capability kits are required and what capabilities the kits will provide?				
aa. The policies and procedures for checking and replacing RFID tag batteries at the different nodes within the theater of operations?				

ADDITIONAL COMMENTS

1.1.1 Supported CINC/JFC ITV Plan

1.1.2 ASCC ITV Planning

1.2 AIT Integration Plans for the POEs and PODs				
	YES	NO	N/A	COMMENTS
1. Has an AIT Integration Plan/ITV Support Plan been developed by USTRANSCOM and its MTMC and AMC components that includes:				

1.2 AIT Integration Plans for the POEs and PODs				
	YES	NO	N/A	COMMENTS
a. The aerial ports of embarkation (APOE)/APODs that will be permanently instrumented with AIT capabilities?				
b. The APOEs/APODs that will be supported with deployable AIT capability kits or temporarily with AIT devices?				
c. The sea ports of embarkation (SPOE)/SPODs that will be permanently instrumented with AIT capabilities?				
d. The SPOEs/SPODs that will be supported with deployable AIT capability kits or temporarily with AIT devices				
e. An explanation of how AIT will be employed and how assigned port personnel will interface with AIT devices at the APOEs/SPOEs and APODs/SPODs?				
f. An explanation of how the arrival and departure of applicable Army equipment and cargo will be captured using RFID tag readers/interrogators?				
g. An explanation of how scanned unit equipment, cargo, and passenger data will be input to GATES/ Remote GATES (RGATES) at APOEs/APODs and reported to GTN?				
h. An explanation of how scanned unit equipment, cargo, and passenger data will be input to WPS at SPOEs/SPODs and reported to GTN?				
i. Time standards for the reporting of movement events to GTN?				
j. Locations within the APOE/APOD or SPOE/ SPOD complexes (e.g., off load area, equipment holding area, marshaling area, staging area, passenger staging area, alert holding area, or call forward area) where specific AIT related actions will take place?				
k. An explanation of how AIT hardware will be maintained within the APOE/APOD or SPOE/SPOD				

1.2 AIT Integration Plans for the POEs and PODs				
	YES	NO	N/A	COMMENTS
complexes?				
2. Have non-USTRANSCOM operated APOEs/APODs or SPOEs/SPODs developed AIT policies and procedures that include:				
a. An explanation of what AIT devices will be employed?				
b. An explanation of how MTMC or AMC deployable AIT capabilities will be employed if provided?				
c. An explanation of how AIT will be employed and how assigned personnel will interface with AIT devices?				
d. An explanation of how the arrival and departure of applicable Army unit equipment and cargo (rolling stock, vehicles, containers, and 463L pallets) will be captured using RFID tag readers/interrogators?				
e. An explanation of how scanned unit equipment and cargo (rolling stock, vehicles, rolling stock, 463L pallets, and containers) and passenger data will be input to applicable AISs (e.g., Cargo Movement Operations System [CMOS] at some wartime APOEs) and reported to GTN?				
f. Time standards for the reporting of movement events to GTN?				
g. An explanation of how an AMC TALCE will be incorporated into port operations at the APOE/APOD for support of the deployment?				
h. An explanation of how MTMC support will be incorporated into port operations at the SPOE/SPOD for support of the deployment?				
i. An explanation that identifies where within the port complex (port marshaling area, passenger staging area, alert holding area, or call forward area) specific AIT related actions will take place?				
j. The organizations that are responsible for				

1.2 AIT Integration Plans for the POEs and PODs				
	YES	NO	N/A	COMMENTS
accomplishing AIT related actions within the port complex? k. The organizations that will provide and maintain the AIT hardware within the port complex? (Note: Non-USTRANSCOM operated APOEs/APODs or SPOEs/SPODs are those ports that are not operated by AMC or MTMC on a daily basis. For example, some wartime APOEs/APODs may be located on Air Combat Command (ACC) bases or at Army airfields. A TALCE may or may not support the deployment. Some SPOEs/SPODs may not be operated by MTMC on a daily basis.)				

ADDITIONAL COMMENTS

1.3 Supporting Command/Army MACOM ITV Plan				
	YES	NO	N/A	COMMENTS
In the CONUS, a designated Supporting Command or Army MACOM (e.g., Forces Command [FORSCOM]) may develop a deployment ITV support plan that specifies requirements and procedures for their units and installations. In the OCONUS, the Supporting Command or Army MACOM (e.g., US Army Europe [USAREUR])may also develop a deployment ITV support plan.				

1. Has an ITV Support Plan been developed by the Supporting Command/Army MACOM? Does the plan:
 	
   a. Include responsibilities and procedures relating to:
 	
     (1) How AC and RC deploying units will employ AIT at home stations, PPPs, and PSPs and during the movement to the APOE/SPOE stage of the deployment? (Note: RC units include direct and modified deploying units. Direct deploying RC units move from home station directly to the theater of				

1.3 Supporting Command/Army MACOM ITV Plan				
	YES	**NO**	**N/A**	**COMMENTS**
operations. Modified RC deploying units send their unit equipment, rolling stock, vehicles, containers, and 463L pallets from their home station or designated storage location to the APOE/SPOE for onward movement and the deploying soldiers travel to a designated training location/mobilization station prior to deployment.)				
(2) How AC and RC direct and modified deploying units will:				
(a) Accomplish final soldier readiness processing (SRP)?				
(b) Be issued Smart Cards?				
(3) Where and when Smart Cards will be produced and which organization will accomplish this action?				
(4) How deploying units will obtain necessary AIT hardware and/or RFID tags?				
(5) What unit equipment and cargo requires RFID tags and MSLs?				
(6) Where and how RFID tags and MSLs will be mounted or affixed to unit equipment, vehicles, rolling stock, 463L pallets, and containers?				
b. Include the identification of support organizations and organizational levels that are authorized to export RFID tag data to the appropriate CONUS/Theater ITV Server after tags are written?				
c. Include procedures for installations to follow in order to obtain required or additional AIT hardware or RFID tags?				
d. Identify which installations or organization will provide the manpower for the DACGs, PSAs, marshaling area control elements, and other support units that will be established at designated APOEs, SPOEs, rest halt locations, rail transit points, and CSCs?				

1.3 Supporting Command/Army MACOM ITV Plan				
	YES	**NO**	**N/A**	**COMMENTS**
e. Identify where AIT, AIS, and communications equipment resources will come from to support DACGs, PSAs, marshaling area control elements, and other support units that are established at designated APOEs, SPOEs, rest halt locations, rail transit points, and CSCs? (Note: Support activities that come from Table of Organization and Equipment (TOE) cargo transfer or cargo documentation units should be equipped with TC-AIMS II and related AIT equipment. However, if the support unit does not come from a TOE unit that has TC-AIMS II or AIT equipment, then the installation and/or command providing the support unit must plan for obtaining TC-AIMS II and associated AIT equipment.)

    f. Include procedures (if required) for DACGs, marshaling area control elements, PSAs, and support elements to follow for producing RFID tags, MSLs, or Smart Cards for the deploying unit in the event that the deploying unit can not accomplish these actions while transiting the APOEs and SPOEs?

    g. Identify AIT/AIS related items from ISSAs or MOAs that have been formalized with USTRANSCOM and non-USTRANSCOM APOEs/SPOEs? These agreements should include:

        (1) How AIT will be employed at the APOEs/SPOEs.

        (2) How DACGs, marshaling area control elements, designated support units, and PSAs will be integrated into operations at the APOEs/SPOEs.

        (3) An explanation of which AISs will be used at USTRANSCOM APOEs. (Note: GATES or RGATES is in use at AMC APOEs.)

        (4) An explanation of which AISs will be used at non-USTRANSCOM APOEs. (Note: CMOS should be in use at ACC wartime APOEs. TC-AIMS II should be available at Army wartime APOEs.) | | | | |

1.3 Supporting Command/Army MACOM ITV Plan				
	YES	**NO**	**N/A**	**COMMENTS**
h. Identify locations where en route to POE support sites, rest halts, rail transit points, and CSCs will be established and whether ITV arrival, departure, and passage events will be captured and reported at these locations? (Note: The DOD AIT Implementation Plan does not require reporting at these en route locations. If the Supporting Command or MACOM requires ITV movement data to be captured at these en route locations, then arrangements must be made to install fixed or mobile RFID tag readers/interrogators at the appropriate sites so RFID tags can be interrogated.)

   i. Identify what movement data will be passed to higher headquarters, CONUS/Regional ITV Server, and GTN for ITV purposes?

   j. Provide an explanation of processes that will be followed:

       (1) For passing of UDLs from the deploying unit through the chain of command and to the Installation Transportation Office (ITO)/Unit Movement Coordinator (UMC)?

       (2) For the review of the UDLs submitted by the deploying unit?

       (3) For the receiving and processing of TPFDD movement data from the Joint Forces Requirements Generator (JFRG) II.

       (4) For the creation and passing of UDL/ movement data from TC-AIMS II to JFRG II for eventual entry into the Joint Operations Planning and Execution System (JOPES)?

       (5) For the passing of UDL data to the Integrated Booking System (IBS/CONUS requirement)?

       (6) For the passing of advance transportation control and movement document (ATCMD) data to AMC and MTMC POEs?

       (7) For the passing of passenger movement | | | | |

1.3 Supporting Command/Army MACOM ITV Plan				
	YES	**NO**	**N/A**	**COMMENTS**
requirements to the Group Operational Passenger System (GOPAX/CONUS requirement) or servicing MCT (OCONUS requirement)?				

ADDITIONAL COMMENTS

1.4 Installation ITV Support Plan, Garrison Standard Operating Procedures (GSOP), and Unit Tactical Standard Operating Procedures (TACSOP)				
	YES	**NO**	**N/A**	**COMMENTS**
1.4.1 Deployment Routing				

1. Is the deploying unit:
 	
    a. Planning on moving through an APOE or SPOE?
 	
    b. Planning on moving from an OCONUS home station/installation via surface transportation to a destination in another part of the theater?				

If answer to question 1a is YES, proceed to sub-section 1.4.2. If answer to question 1b is YES, proceed to Section 14(AIT Actions in OCONUS Intra-Theater Convoy and Rail Deployments to Theater Destinations).				
1.4.2 Installation ITV Support Plan				

1. Does the Installation ITV Support Plan include:
 	
    a. Brief explanation and/or pictures of AIT hardware and the different types of AIT devices (bar codes, MSLs, optical memory cards (OMC), RFID tags, and Smart Cards)?
 	
    b. An explanation of where and how to place AIT bar codes, MSLs, and RFID tags on unit equipment, vehicles, rolling stock, 463L pallets, and containers?
 	
    c. An explanation of where AIT operations will take place and where AIT data collection devices will be located? (Note: A possible list of locations includes: arrival and departure gates, convoy marshaling/staging areas, airfield marshaling areas, rail/highway/barge				

1.4 Installation ITV Support Plan, Garrison Standard Operating Procedures (GSOP), and Unit Tactical Standard Operating Procedures (TACSOP)				
	YES	NO	N/A	COMMENTS
loading areas, container consolidation points, ammunition supply points, vehicle scales, readiness brigade lock-down areas, SRP validation sites, passenger holding/staging areas, and bus or aircraft passenger loading areas.)				
d. An explanation of which organizations will be involved in installation ITV/AIT support at CONUS and OCONUS installations. (Note: Roles of the ITO and UMC for CONUS operations as well as the role of the Area Support Group (ASG) and Brigade Support Battalion (BSB) for OCONUS operations should be explained.)				
e. An explanation of how AIT support will be provided to RC units that will process through the installation (PPP/PSP) prior to deployment?				
f. Procedures for obtaining AIT contractor assistance?				
g. Procedures for obtaining maintenance on AIT equipment?				
h. Procedures for obtaining additional AIT hardware and RFID tags?				
i. Issue and receipt accountability procedures to be followed for AIT hardware and RFID tags?				
j. Policies regarding who is authorized to export RFID tag data to the CONUS/Theater ITV Server?				
k. Communications infrastructure that supports the AIT and TC-AIMS II, as well as the communications infrastructure that supports TC-AIMS II in passing of ITV movement data to GTN, higher headquarters, APOEs, and SPOEs?				
l. Provisions for obtaining training on TC-AIMS II, AIT hardware, and AIT devices?				

1.4 Installation ITV Support Plan, Garrison Standard Operating Procedures (GSOP), and Unit Tactical Standard Operating Procedures (TACSOP)				
	YES	NO	N/A	COMMENTS
m. Procedures for using AIT to obtain ITV information on unit moves from the installation to APOEs/SPOEs? n. Policies relating to DACGs, other designated support elements, marshaling area control elements, and PSAs to follow for the producing of RFID tags, MSLs, or Smart Cards for the deploying unit in the event that the deploying unit can not accomplish these actions while processing through the APOEs and SPOEs? o. Provisions for the use of AIT within PSA, DACG/other designated support elements, and marshaling area support element functions at the APOEs and SPOEs? p. ITV movement reporting time standards relating to passing of ITV movement data to GTN? (Note: See Section 15 for a summary of DOD ITV movement event reporting standards.)				
1.4.3 Garrison Standard Operating Procedures				
1. Do the Garrison Standard Operating Procedures (GSOP) include procedures, responsibilities, and quality control measures for ensuring that all applicable unit equipment and cargo items are properly bar coded? (Note 1: Discussion of both supply accountability and MSLs should be addressed.) (Note 2: These procedures and responsibilities may be included in the Installation ITV Support Plan.)				
1.4.4 Unit Tactical Standard Operating Procedures				
1. Do the Unit Tactical Standard Operating Procedures (TACSOP) include information on the assignment of responsibilities for the use of AIT in the unit marshaling and staging areas while preparing for deployment? (Note: The use of bar codes, MSLs, RFID tags, transfer of TC-AIMS II data, and OPSEC of AIT source data should be included.)				
ADDITIONAL COMMENTS				
1.4.1 Deployment Routing				
1.4.2 Installation ITV Support Plan				

1.4.3 Garrison Standard Operating Procedures				
1.4.4 Unit Tactical Standard Operating Procedures				

1.5 Access to GTN, JTAV, and CONUS/Regional ITV Servers				
	YES	**NO**	**N/A**	**COMMENTS**

1. Have installation personnel who are required or have a need to perform ITV queries obtained approved log-ins and passwords in order to gain access to:
 	
    a. GTN?
 	
    b. JTAV (Theater dependent)?
 	
    c. CONUS ITV Server? (Planned for establishment at Reston, Virginia)
 	
    d. Regional ITV Servers? (Currently established by US Forces Korea (USFK) for Korea and by USAREUR for Europe)				

2. Have unit soldiers who are required or have a need to perform ITV queries obtained approved log-ins and passwords in order to gain access to:
 	
    a. GTN?
 	
    b. JTAV (theater dependent)?
 	
    c. CONUS ITV Server? (Planned for establishment at Reston, Virginia)
 	
    d. Regional ITV Servers? (Currently established by USFK for Korea and by USAREUR for Europe)				

3. Have Army command level personnel who are required or have a need to perform ITV queries obtained approved log-ins and passwords in order to gain access to:				

1.5 Access to GTN, JTAV, and CONUS/Regional ITV Servers				
	YES	**NO**	**N/A**	**COMMENTS**
a. GTN?				
b. JTAV (theater dependent)?				
c. CONUS ITV Server? (Planned for establishment at Reston, Virginia)				
d. Regional ITV Servers? (Currently established by USFK for Korea and by USAREUR for Europe)				

ADDITIONAL COMMENTS

Section 2 – Issue of AIT Devices and Guidelines for Installation of AIT Equipment

2.1 Issue of AIT Devices				
	YES	NO	N/A	COMMENTS
The installation/mobilization station is a location where RFID tag readers/interrogators will be installed. The deploying unit may be an AC unit whose home station resides on the installation, or the deploying unit may be a RC unit whose home station is located some distance from its mobilization station. The RC unit's mobilization station will be one of the PPP or PSP installations. Regardless of whether the deploying unit is an AC or RC unit, certain AIT actions must take place-at either the home station or at the installation/ mobilization station. AIT related actions that take place at the installation/mobilization station are the same.				
2.1.1 Deploying Unit				
1. Has applicable AIT hardware (fixed, mobile, and deployable) been properly issued to designated personnel from the deploying unit?				
2. Are adequate numbers of hand held interrogators (HHI)/mobile readers on-hand at the deploying unit to support deployment preparation and execution?				
3. Are adequate numbers of RFID tag docking stations available to the deploying unit to support deployment preparation and execution?				
4. Are there adequate numbers of RFID tags available within the deploying unit to support the deployment?				
5. Is there enough blank stock material available at the deploying unit to produce: a. Linear bar codes? b. MSLs?				
2.1.2 Installation/Mobilization Station				
1. Has applicable AIT hardware (fixed, mobile, and deployable) been properly issued to and receipted for by designated personnel from the installation?				
2. Are adequate numbers of HHIs/mobile readers on-hand at the installation to support deployment preparation and execution?				
3. Are adequate numbers of RFID tag docking stations available to the installation to support deployment preparation and execution?				

2.1 Issue of AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**
4. Are there adequate numbers of RFID tags available to support the deployment at the installation?				
5. Have installation SRP sites been equipped with the capability to produce Smart Cards				
6. Is enough hardware and installed software available to produce Smart Cards at the installation SRP sites?				

ADDITIONAL COMMENTS

2.1.1 Deploying Unit

2.1.2 Installation/Mobilization Station

2.2 Guidelines for the Installation of AIT Equipment				
	YES	**NO**	**N/A**	**COMMENTS**
1. At the installation/mobilization station, is the RFID host computer registered with the appropriate CONUS/Regional ITV Server to allow for correct routing of ITV movement data when RFID tag data is collected? (Source: TAV Intransit Processing Station [TIPS] Users Manual)				
2. At the installation/mobilization station, are RFID tag readers/interrogators properly located and positioned securely at arrival and departure gates so RFID tags can be accurately read?				
3. For internal monitoring of AIT related events on the installation/mobilization station, are RFID tag readers/interrogators securely positioned and located at needed locations? (Note: Possible locations include convoy marshaling/staging areas, airfield marshaling areas, rail/highway/barge loading areas, container consolidation points, ammunition supply points, vehicle scales, and readiness brigade lock-down areas.)				
4. At the installation/mobilization station, are the RFID tag readers/interrogators positioned so that no electro-magnetic interference is caused by obstacles or high voltage equipment? (Source: PM AIT CD containing				

2.2 Guidelines for the Installation of AIT Equipment				
	YES	**NO**	**N/A**	**COMMENTS**
RFID Multimedia Training Package)				
5. At the installation/mobilization station, are the RFID tag readers/interrogators positioned high enough to accurately read tags on unit equipment, vehicles, rolling stock, containers, and 463L pallets? (Source: PM AIT CD containing RFID Multimedia Training Package)				
6. At the installation/mobilization station, are RFID tag readers/interrogators correctly set to collect tag data (time wise) so they will not inadvertently drain tag batteries? (Note: Location, function, and purpose of the RFID tag reader/interrogator must be considered. RFID tag readers/interrogators can be set either in a continuous or intermittent mode.) (Source: Lessons Learned, Exercise Foal Eagle 1999 Deployment)				
7. At the installation/mobilization station, are RF relays being used?				
If answer to question 7 is NO, proceed to question 11 in this sub-section. If answer to question 7 is YES, proceed to question 8 in this sub-section.				
8. At the installation/mobilization station, are any RF relays located more than 1.5 miles apart? (Note: If the relays are more than 1.5 miles apart, then the signal may be lost.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
9. At the installation/mobilization station, are there tall buildings or hills between the RF relays and other RFID tag readers/interrogators that impede their line of sight? (Note: If obstructions are present, then the signal may be lost. Precautions should be taken to ensure the line of sight remains clear for the duration of the deployment.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
10. At the installation/mobilization station, are the RF relays located too near other RF emitting equipment (not AIT hardware) – thus causing RFID tag reading interference? (Note: Interference may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
11. At CONUS installations/mobilization stations, have the allocation and assignment of required frequencies been approved for the RFID devices (RFID tag readers/ interrogators, modems, scanners, and tags) that will be in operation?				
12. At OCONUS installations, have the allocation and				

2.2 Guidelines for the Installation of AIT Equipment				
	YES	NO	N/A	COMMENTS
assignment of required frequencies been approved by the Host Nation for RFID devices (RFID tag readers/ interrogators, modems, scanners, and tags) that will be in operation?				
13. At the installation/mobilization station, are Smart Card scanners located in the proper organizations to allow for the efficient collection of required data on personnel movements? (Note: Possible locations include SRP validation sites, passenger holding/staging areas, and bus or aircraft passenger holding areas.)				
14. At the installation/mobilization station, are two RFID tag readers/interrogators installed at applicable arrival/departure gates when one RFID tag reader/ interrogator is not able to read fast-moving vehicles or trains that have RFID tags attached? (Source: Fly-Away Kit Design Document, December 1999)				

ADDITIONAL COMMENTS

2.3 Quality Control				
	YES	NO	N/A	COMMENTS

1. At the deploying unit, are quality control procedures in place that include checking HHIs/mobile readers and Smart Card scanners at regular intervals to ensure:
 	
   a. The instruments function properly?
 	
   b. The batteries are charged and serviceable?				

2. At the installation, are quality control procedures in place that include checking HHIs/mobile readers and Smart Card scanners at regular intervals to ensure:
 	
   a. The instruments function properly?
 	
   b. The batteries are charged and serviceable?				

3. At the installation, are quality control procedures in place and being followed to ensure: a. All RFID tag readers/interrogators are checked at				

2.3 Quality Control				
	YES	**NO**	**N/A**	**COMMENTS**
regular intervals to identify and correct any mal-functioning equipment?				
b. RFID tag data is accurately captured?				
c. RFID tag data is reported to the appropriate CONUS/Regional ITV Server?				

ADDITIONAL COMMENTS

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Section 3 - Training of Personnel at the Deploying Unit and Installation/ Mobilization Station on AIT Devices

3.1 AIT Training Requirements				
	YES	**NO**	**N/A**	**COMMENTS**
If evaluating deploying unit proceed to sub-section 3.1.1. If evaluating installation/mobilization station proceed to sub-section 3.1.2. If evaluating other designated support activities proceed to sub-section 3.1.3. If evaluating contractor activities proceed to sub-section 3.1.4.				
3.1.1 Deploying Unit				
1. Are there a sufficient number of personnel from the deploying unit designated to perform AIT related tasks during the deployment?				
2. Have a sufficient number of the designated personnel from the deploying unit been trained on: a. AIT tasks? b. AIT hardware and devices? c. AISs that AIT will interface with?				
3. Are designated personnel from the deploying unit able to use the HHI/mobile reader to: a. Write data to an RFID tag? b. Select a single RFID tag and review the data contained on it? c. Collect conditional data (search for specific items) from a host of RFID tags? d. Search for all RFID tags within range that match defined criteria? e. Search the TC-AIMS II database for an individual RFID tag? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)* f. Search for a specific RFID tag in a storage area, staging area, marshaling area, or port complex? (Source: PM AIT CD containing RFID Multimedia				

3.1 AIT Training Requirements				
	YES	NO	N/A	COMMENTS
Training Package and TIPS Users Manual)				
4. Are designated personnel from the deploying unit able to successfully read written RFID tag data from a HHI and transfer the data to TC-AIMS II after they have written a tag? (Source: TIPS Users Manual) (Note: This capability is necessary so the written RFID tag data can be passed to the appropriate CONUS/Regional ITV Server. TC-AIMS II computer must be loaded with appropriate RFID tag writing software.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
5. Are designated personnel from the deploying unit able to successfully use troubleshooting procedures when the HHI/mobile reader: 　a. Immediately turns off after it is turned on? 　b. Beeps every 10 seconds and instrument can not be turned off? 　c. Battery icon blinks on/off? 　d. Displays an invalid media type while reading the PC card? 　e. Battery pack has lost its capacity to charge? (Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				
6. Are designated personnel from the deploying unit able to efficiently: 　a. Change the HHI's/mobile reader's battery pack? 　b. Change out the PC card? 　c. "Cold boot" the HHI/mobile reader? 　d. Navigate the menus of the HHI/mobile reader? 　e. Place the HHI/mobile reader in "storage mode?" (Source: PM AIT CD containing RFID Multimedia				

3.1 AIT Training Requirements				
	YES	NO	N/A	COMMENTS
Training Package and TIPS Users Manual)				

7. Are designated personnel from the deploying unit able to effectively troubleshoot the RFID tag reader/interrogator:
 	
   a. When no LEDs are illuminated?
 	
   b. When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

8. Are designated personnel from the deploying unit able to successfully write RFID tags using the following two methods?
 	
   a. "Drag and drop" method where items are copied from a unit equipment file and pasted to the tag manifest?
 	
   b. Scanning method where the HHI/mobile reader is used to scan the linear bar code labels/MSLs of cargo items as the items are loaded into containers? (Note: Packing lists can also be created from the scanned bar codes/MSLs.)
 	
(Source: TIPS Users Manual)				

9. Once RFID tags are written, are designated personnel from the deploying unit able to successfully send/export the tag data to the applicable CONUS/ Regional ITV Server? (Source: TIPS Users Manual) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
10. Are designated personnel from the deploying unit able to successfully display and read data from RFID tags using the RFID tag docking station? (Source: TIPS Users Manual)				

3.1 AIT Training Requirements				
	YES	NO	N/A	COMMENTS
11. Are designated personnel from the deploying unit able to properly: a. Affix MSLs? b. Affix bar code labels? c. Mount RFID tags?				
12. Are designated personnel from the deploying unit capable of: a. Identifying weak batteries in RFID tags? b. Installing charged/new batteries in RFID tags? c. Deactivating batteries in RFID tags?				
13. Are designated personnel from the deploying unit able to scan newly created RFID tags to ensure the data is accurate?				
14. If kits containing a deployable AIT capability will deploy with the unit, are designated personnel from the deploying unit trained to set up and operate the RFID related equipment contained in the kits?				
15. Are designated personnel from the deploying unit able to successfully produce: a. Bar code labels? b. MSLs?				
16. Are designated personnel from the deploying unit able to scan newly created MSLs to ensure the data is accurate?				
3.1.2 Installation/Mobilization Station				
1. Are there a sufficient number of personnel from the installation/mobilization station designated to perform AIT related tasks?				
2. Have a sufficient number of the designated personnel from the installation/mobilization station been trained on: a. AIT tasks? b. AIT hardware and devices?				

3.1 AIT Training Requirements				
	YES	**NO**	**N/A**	**COMMENTS**
c. TIPS or other tag writing software?				
d. TC-AIMS II? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

3. Are designated personnel from the installation/ mobilization station able to use the HHI/mobile reader to:
 	
   a. Write data to an RFID tag?
 	
   b. Select a single RFID tag and review the data contained on it?
 	
   c. Collect conditional data (search for specific items) from a host of RFID tags?
 	
   d. Search for all RFID tags within range that match defined criteria?
 	
   e. Search the TC-AIMS II database for an individual RFID tag? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
   f. Search for a specific RFID tag in a storage area, staging area, marshaling area, or port complex?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

4. Are designated personnel from the installation/ mobilization station able to successfully read written RFID tag data from a HHI and transfer the data to TC-AIMS II after they have written a tag? (Source: TIPS Users Manual) (Note: This capability is necessary so the written RFID tag data can be passed to the appropriate CONUS/ Regional ITV Server. TC-AIMS II computer must be loaded with appropriate RFID tag writing software.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
5. Are designated personnel from the installation/ mobilization station able to successfully use troubleshooting procedures when the HHI/mobile				

3.1 AIT Training Requirements				
	YES	**NO**	**N/A**	**COMMENTS**

reader:
 	
    a. Immediately turns off after it is turned on?
 	
    b. Beeps every 10 seconds and instrument can not be turned off?
 	
    c. Battery icon blinks on/off?
 	
    d. Displays an invalid media type while reading the PC card?
 	
    e. Battery pack has lost its capacity to charge?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

6. Are designated personnel from the installation/ mobilization station able to efficiently:
 	
    a. Change the HHI's/mobile reader's battery pack?
 	
    b. Change out the PC card?
 	
    c. "Cold boot" the HHI/mobile reader?
 	
    d. Navigate the menus of the HHI/mobile reader?
 	
    e. Place the HHI/mobile reader in "storage mode?"
 	
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

7. Are designated personnel from the installation/ mobilization station able to effectively troubleshoot the RFID tag reader/interrogator:
 	
    a. When no LEDs are illuminated?
 	
    b. When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

8. Are designated personnel from the installation/				

3.1 AIT Training Requirements				
	YES	NO	N/A	COMMENTS

mobilization station able to successfully write RFID tags using the following two methods?
 	
    a. "Drag and drop" method where items are copied from a unit equipment file and pasted to the tag manifest?
 	
    b. Scanning method where the HHI/mobile reader is used to scan the linear bar code labels/MSLs of cargo items as the items are loaded into containers? (Note: Packing lists can also be created from the scanned bar codes/MSLs.)
 	
(Source: TIPS Users Manual)				

9. Once RFID tags are written, are designated personnel from the installation/mobilization station able to successfully send/export the tag data to the appropriate CONUS/Regional ITV Server? (Source: TIPS Users Manual) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
10. Are designated personnel from the installation/ mobilization station able to successfully display and read data from RFID tags using the RFID tag docking station? (Source: TIPS Users Manual)				

11. Are designated personnel from the installation/ mobilization station able to properly:
 	
    a. Affix MSLs to the proper location on unit equipment and cargo items?
 	
    b. Affix bar code labels to the proper location on unit equipment and cargo items?
 	
    c. Mount RFID tags in the proper location on unit equipment and cargo items?				

12. Are designated personnel from the installation/ mobilization station capable of:
 	
    a. Identifying weak batteries in RFID tags?
 	
    b. Installing charged/new batteries in RFID tags?
 	
    c. Deactivating batteries in RFID tags?				

3.1 AIT Training Requirements				
	YES	NO	N/A	COMMENTS
13. Are designated personnel from the installation/ mobilization station able to scan newly created RFID tags to ensure the data is accurate?				

14. Are designated personnel from the installation/ mobilization station able to successfully produce:
 	
    a. Bar code labels?
 	
    b. MSLs?				

15. Are designated personnel from the installation/ mobilization station able to scan newly created MSLs to ensure the data is accurate?				
16. Are designated personnel from the installation/ mobilization station SRP site able to scan newly created Smart Cards to ensure the data is accurate?				
3.1.3 Other Designated Support Activities				
(Note: Other designated support activities include deployment support teams [DST] that may be tasked with AIT support responsibilities.)				
1. Is a designated support activity established at the installation/mobilization station to assist the deploying unit with AIT deployment tasks?				
If answer to question 1 is NO, proceed to sub-section 3.1.4. If answer to question 1 is YES, continue on in this sub-section.				
2. Are there a sufficient number of personnel from the designated support activity to perform AIT related tasks?				

3. Have a sufficient number of personnel from the designated support activity been trained on:
 	
    a. AIT tasks?
 	
    b. AIT hardware and devices?
 	
    c. TIPS or other tag writing software?
 	
    d. TC-AIMS II? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

4. Are personnel from the designated support activity able to use the HHI/mobile reader to: a. Write data to an RFID tag?				

3.1 AIT Training Requirements				
	YES	NO	N/A	COMMENTS
b. Select a single RFID tag and review the data contained on it?				
c. Collect conditional data (search for specific items) from a host of RFID tags?				
d. Search for all RFID tags within range that match defined criteria?				
e. Search the TC-AIMS II database for an individual RFID tag? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
f. Search for a specific RFID tag in a storage area, staging area, marshaling area, or port complex? (Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				
5. Are personnel from the designated support activity able to successfully read written RFID tag data from a HHI and transfer the data to TC-AIMS II after they have written a tag? (Source: TIPS Users Manual) (Note: This capability is necessary so the written RFID tag data can be passed to the appropriate CONUS/ Regional ITV Server. TC-AIMS II computer must be loaded with appropriate RFID tag writing software.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

6. Are personnel from the designated support activity able to successfully use troubleshooting procedures when the HHI/mobile reader:
 	
     a. Immediately turns off after it is turned on?
 	
     b. Beeps every 10 seconds and instrument can not be turned off?
 	
     c. Battery icon blinks on/off?
 	
     d. Displays an invalid media type while reading the PC card?				

3.1 AIT Training Requirements				
	YES	**NO**	**N/A**	**COMMENTS**
e. Battery pack has lost its capacity to charge? (Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

7. Are personnel from the designated support activity able to efficiently:
 	
    a. Change the HHI's/mobile reader's battery pack?
 	
    b. Change out the PC card?
 	
    c. "Cold boot" the HHI/mobile reader?
 	
    d. Navigate the menus of the HHI/mobile reader?
 	
    e. Place the HHI/mobile reader in "storage mode?"
 	
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

8. Are personnel from the designated support activity able to effectively troubleshoot the RFID tag reader/interrogator:
 	
    a. When no LEDs are illuminated?
 	
    b. When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

9. Are personnel from the designated support activity able to successfully write RFID tags using the following two methods?
 	
    a. "Drag and drop" method where items are copied from a unit equipment file and pasted to the tag manifest?
 	
    b. Scanning method where the HHI/mobile reader is used to scan the linear bar code labels/MSLs of cargo items as the items are loaded into containers? (Note: Packing lists can also be created from the scanned bar				

3.1 AIT Training Requirements				
	YES	**NO**	**N/A**	**COMMENTS**
codes/MSLs.) (Source: TIPS Users Manual)				
10. Once RFID tags are written, are personnel from the designated support activity able to successfully send/export the tag data to the appropriate CONUS/ Regional ITV Server? (Source: TIPS Users Manual) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
11. Are personnel from the deploying unit able to successfully display and read data from RFID tags using the RFID tag docking station? (Source: TIPS Users Manual)				

12. Are personnel from the designated support activity able to properly:
 	
   a. Affix MSLs?
 	
   b. Affix bar code labels?
 	
   c. Mount RFID tags?				

13. Are personnel from the designated support activity capable of:
 	
   a. Identifying weak batteries in RFID tags?
 	
   b. Installing charged/new batteries in RFID tags?
 	
   c. Deactivating batteries in RFID tags?				

14. Are personnel from the designated support activity able to scan newly created RFID tags to ensure the data is accurate?				

15. Are personnel from the designated support activity able to successfully produce:
 	
   a. Bar code labels?
 	
   b. MSLs?				

16. Are personnel from the designated support activity able to scan newly created MSLs to ensure the data is accurate?				
3.1.4 Contractor				
1. Have personnel been contracted to install and				

3.1 AIT Training Requirements				
	YES	NO	N/A	COMMENTS
maintain RFID tag readers/interrogators at the installation?				
If answer to question 1 is NO, proceed to sub-section 3.2. If answer to question 1 is YES, proceed to question 2 in this sub-section.				

2. If contracted to do so at the installation/mobilization station, are contractor personnel able to effectively troubleshoot the RFID tag reader/ interrogator:
 	
    a. When no LEDs are illuminated?
 	
    b. When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package)				

ADDITIONAL COMMENTS

3.1.1 Deploying Unit

3.1.2 Installation/Mobilization Station

3.1.3 Other Designated Support Activities

3.1.4 Contractor

3.2 Quality Control				
	YES	NO	N/A	COMMENTS
1. Are procedures in place for replacing personnel trained in AIT support that are rotating or being reassigned?				
2. Are replacement actions being accomplished far enough in advance to allow replacement personnel to be				

3.2 Quality Control				
	YES	**NO**	**N/A**	**COMMENTS**
adequately trained in required AIT support responsibilities? Are these procedures in place at the: a. Deploying unit? b. Installation/mobilization station? c. Other designated support activities?				

ADDITIONAL COMMENTS

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Section 4 – AIT in Deployment Operations at the Home Station/Installation/ Mobilization Station

4.1 Deployment Routing				
	YES	**NO**	**N/A**	**COMMENTS**

1. Is the deploying unit:
 	
   a. Planning on moving through an APOE or SPOE?
 	
   b. Planning on moving from an OCONUS home station/installation via surface transportation to a destination in another part of the theater?				

If answer to question 1a is YES, proceed to sub-section 4.2. If answer to question 1b is YES, proceed to Section 14 (AIT Actions in OCONUS Intra-Theater Convoy and Rail Deployments).				

ADDITIONAL COMMENTS

4.2 Creation and Processing of UDLs and ATCMDs				
4.2.1 Deploying Unit/Deploying Unit Chain of Command	**YES**	**NO**	**N/A**	**COMMENTS**
1. Do the UDLs that are produced by designated personnel from the deploying unit include accurate equipment configuration and dimensional data?				
2. Are designated personnel from the deploying unit passing the UDLs to the next level in their chain of command for review purposes				
3. Do designated personnel from the deploying unit/deploying unit chain of command pass the UDLs to the ITO at the installation/mobilization station?				
4. Are corrections to the UDL being made by designated personnel from the deploying unit/deploying unit chain of command based on the UDL review process? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
5. Do airlift and sealift ATCMDs that are created using TC-AIMS II accurately reflect what unit equipment, vehicles, rolling stock, 463L pallets, and containers will be deployed? *(TC-AIMS II Question. See paragraph 4b*				

4.2 Creation and Processing of UDLs and ATCMDs				
4.2.1 Deploying Unit/Deploying Unit Chain of Command	**YES**	**NO**	**N/A**	**COMMENTS**
at beginning of this document for instructions on answering TC-AIMS II questions.)				
6. Are the airlift and sealift ATCMDs passed to the installation/mobilization station via TC-AIMS II? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
7. Are passenger movement requirements sent to the installation/mobilization station via TC-AIMS II? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
4.2.2 Installation/Mobilization Station				
(Note: In the CONUS, key players at the installation/ mobilization station are the ITO/UMC. In the OCONUS, key players include the ASG, BSB, Division Staff, and Movement Control Battalion (MCB).				
1. Are the UDLs/ATCMDs/passenger movement data reviewed by designated personnel from the installation/ mobilization station where the unit will depart from for accuracy and completeness of data?				
2. Do designated personnel from the installation/ mobilization station provide feedback to the deploying unit/deploying unit chain of command after reviewing the unit's UDLs/ATCMDs/ passenger movement data?				

3. In CONUS, do designated personnel from the installation/mobilization station use TC-AIMS II to:
 	
    a. Send unit move UDLs to IBS for sealift moves?
 	
    b. Send/provide unit move ATCMDs to the SPOE for sealift moves that will depart from an MTMC operated SPOE? (Note: These SPOEs should be supported by WPS.)
 	
    c. Send/provide unit move ATCMDs to the APOE for airlift moves that will depart from an AMC operated APOE or an APOE supported by a TALCE? (Note: These APOEs should be supported by GATES/ RGATES.)
 	
    d. Send/provide unit move ATCMDs to the				

4.2 Creation and Processing of UDLs and ATCMDs				
4.2.1 Deploying Unit/Deploying Unit Chain of Command	**YES**	**NO**	**N/A**	**COMMENTS**
designated Air Force wartime APOEs for airlift moves when the departure airfield is not operated by AMC and when there is no supporting TALCE? (These Air Force wartime APOEs may be supported by CMOS which will eventually migrate to TC-AIMS II.) e. Send/provide passenger movement data to GOPAX so passenger moves to the APOEs/SPOEs can be arranged? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

4. At OCONUS locations, do designated personnel:
 	
    a. Send/provide unit move ATCMDs to the SPOE for sealift moves that will depart from an MTMC operated SPOE? (Note: These SPOEs should be supported by WPS.)
 	
    b. Send/provide unit move ATCMDs to the APOE for airlift moves that will depart from an AMC operated APOE or an APOE supported by a TALCE? (Note: These APOEs should be supported by GATES/ RGATES.)
 	
    c. Send/provide passenger movement requirements to the servicing MCT so passenger moves to the APOEs/SPOEs can be arranged?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

ADDITIONAL COMMENTS

4.2.1 Deploying Unit/Deploying Unit Chain of Command

4.2.2 Installation/Mobilization Station

4.3 Creation of RFID Tags, MSLs, and Smart Cards at the Home Station/Installation/Mobilization Station				
	YES	**NO**	**N/A**	**COMMENTS**
If evaluating deploying unit/deploying unit chain of command, then proceed to sub-section 4.3.1. If evaluating installation/mobilization station, then proceed to sub-section 4.3.2. If evaluating some designated support activity, then proceed to sub-section 4.3.3.				
4.3.1 Deploying Unit/Deploying Unit Chain of Command				
(Note: The deploying unit is normally responsible for the following AIT activities listed in this sub-section. In some cases the deploying unit higher headquarters may perform specific AIT tasks.)				

1. Are linear bar code labels or MSLs being produced by designated personnel from the deploying unit/ deploying unit chain of command for all applicable deploying:
 	
   a. Equipment?
 	
   b. 463L pallets?
 	
   c. Containers?
 	
   d. Rolling stock?
 	
   e. Vehicles?
 	
   f. Other designated cargo items?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

2. After linear bar code labels or MSLs are created by designated personnel from the deploying unit/deploying unit chain of command, do they scan them to verify accuracy of the data?				
3. Before writing RFID tags, do designated personnel from the deploying unit/deploying unit chain of command check the tag batteries to ensure they are sufficiently charged?				
4. If RFID tag batteries are not sufficiently charged, do designated personnel from the deploying unit/deploying unit chain of command replace the batteries before				

4.3 Creation of RFID Tags, MSLs, and Smart Cards at the Home Station/Installation/Mobilization Station				
	YES		N/A	COMMENTS
writing data onto the tag?				

5. When RFID tags are written by designated personnel from the deploying unit/deploying unit chain of command, do they use one or both of the following two methods to write the tags?
 	
    a. "Drag and drop" method where items are copied from a unit equipment file and pasted to the tag manifest?
 	
    b. Scanning method where MSLs, that are affixed to actual cargo items, are scanned using the HHI/mobile reader as the items are packed into containers? (Note: Packing lists can also be created from the scanned bar codes/MSLs.)
 	
(Source: TIPS Users Manual)				

6. When RFID tags are written by designated personnel from the deploying unit/deploying unit chain of command, do they input unit move related data to the Unit Move portion of the tag? (Note: This will allow unit move queries to be made against the tag data.) (Source: Lessons Learned 2nd ACR Redeployment from Bosnia – 1998)				
7. If RFID tag batteries are not sufficiently charged (low battery), do designated personnel from the deploying unit/deploying unit chain of command replace the battery before writing data onto the tag?				
8. Have procedures been established with the installation that define who is authorized to export verified RFID tag data to the appropriate CONUS/ Theater ITV Server?				
9. If authorized, do designated personnel from the deploying unit/deploying unit chain of command export RFID tag data to the appropriate CONUS/ Regional ITV Server? (Note: After RFID tags have been written and verified for accuracy, the RFID tag data becomes initial load data for the CONUS/Regional ITV Server.)				
10. Does the Unit Movement Officer/Unit Movement NCO or his/her designated representative verify that all unit soldiers were issued Smart Cards at the SRP site?				

4.3 Creation of RFID Tags, MSLs, and Smart Cards at the Home Station/Installation/Mobilization Station			
	YES	NO	N/A	COMMENTS
4.3.2 Installation/Mobilization Station				
(Note: In the CONUS, key players at the installation/ mobilization station are the ITO/UMC. In the OCONUS, key players are the ASG, BSB, Division Staff, and MCB.)				
1. Do designated personnel from the installation/ mobilization station produce MSLs for the deploying unit? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
2. If MSLs are created by designated personnel from the installation/mobilization station, do they scan the MSLs to verify accuracy of the data?				
3. Before writing RFID tags, do designated personnel from the installation/mobilization station check the tag batteries to ensure they are sufficiently charged?				
4. If RFID tag batteries are not sufficiently charged, do designated personnel from the installation/mobilization station replace the batteries before writing data onto the tag?				
5. If RFID tags are written by designated personnel from the installation/mobilization station, do they use one or both of the following two methods to write the tags? a. "Drag and drop" method where items are copied from a unit equipment file and pasted to the tag manifest? b. Scanning method where MSLs, that are affixed to actual cargo items, are scanned using the HHI/mobile reader as the items are packed into containers? (Note: Packing lists can also be created from the scanned bar codes/MSLs.) (Source: TIPS Users Manual)				
6. If RFID tags are written by designated personnel from the installation/mobilization station while assisting the deploying unit, do they input unit move related data to the Unit Move portion of the tag? (Note: This will allow unit move queries to be made against the tag data.)				

4.3 Creation of RFID Tags, MSLs, and Smart Cards at the Home Station/Installation/Mobilization Station				
	YES	NO	N/A	COMMENTS
(Source: Lessons Learned 2nd ACR Redeployment from Bosnia – 1998)				
7. After RFID tags have been written by designated personnel from the installation/mobilization station, do they use the HHI/mobile reader to verify the accuracy of the tag data?				
8. After RFID tags have been written and verified for accuracy by designated personnel from the installation/ mobilization station, do they export the RFID tag data to the appropriate CONUS/Regional ITV Server? (Note: The RFID tag data becomes initial load data for the CONUS/Regional ITV Server.)				
9. Are Smart Cards issued to all unit soldiers by designated personnel from the installation/mobilization station SRP site? (If answer is NO, explain in COMMENTS column.)				
10. Is key unit related data entered on the Smart Card at the SRP site so unit move queries can be made against the Smart Card database during the deployment? (Note: For example, unit related data such as UIC, ULN, unit name, and exercise name or operation name can be entered on the card. This unit related data is in addition to the personal soldier data.) (Source: Lessons Learned 2nd ACR Redeployment from Bosnia – 1998) What specific unit move related data elements are being entered on the Smart Card? (Identify in COMMENTS column.)				
11. After Smart Cards are created by designated personnel from the SRP site, do they scan the cards to verify accuracy of the data?				
12. Do designated personnel from the SRP site scan the soldiers' Smart Cards to produce a passenger file that can in-turn be entered into TC-AIMS II for use in determining bus requirements, ordering busses, developing bus schedules, and producing bus manifests? (Note: This passenger information can then be passed to GOPAX. for arrangement of busses.) What organization is accomplishing these actions? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-*				

4.3 Creation of RFID Tags, MSLs, and Smart Cards at the Home Station/Installation/Mobilization Station				
	YES	**NO**	**N/A**	**COMMENTS**
AIMS II questions.)				
4.3.3 Other Designated Support Activities				
(Note: Other designated support activities include deployment support teams [DST] that may be tasked with AIT support responsibilities.)				
1. Has a MACOM designated support activity been tasked to assist the deploying unit/installation/ mobilization station in deployment preparation actions to include AIT related tasks? If so, what is the organization's designation?				
If answer to question 1 is NO, proceed to sub-section 4.4. If answer to question 1 is YES, continue on in this sub-section.				
2. Are personnel from a designated support activity producing linear bar code labels or MSLs as a result of assisting the deploying unit?				
3. After linear bar code labels or MSLs are created by personnel from a designated support activity, do they scan the labels to verify accuracy of the data?				
4. Before writing RFID tags, do personnel from the designated support activity check the tag batteries to ensure they are sufficiently charged?				
5. If RFID tag batteries are not sufficiently charged, do personnel from the designated support activity replace the batteries before writing data onto the tag?				
6. If RFID tags need to be written by personnel from a designated support activity while assisting the deploying unit, do they use one or both of the following two methods to write the tags? a. "Drag and drop" method where items are copied from a unit equipment file and pasted to the tag manifest? b. Scanning method where the HHI/mobile reader is used to scan the linear bar code labels/MSLs of cargo items as the items are loaded into containers? (Note: Packing lists can also be created from the scanned bar codes/MSLs.) (Source: TIPS Users Manual)				
7. If RFID tags are written by personnel from a designated support activity while assisting the deploying				

4.3 Creation of RFID Tags, MSLs, and Smart Cards at the Home Station/Installation/Mobilization Station				
	YES	NO	N/A	COMMENTS
unit, do they input unit move related data to the Unit Move portion of the tag? (Note: This will allow unit move queries to be made against the tag data.) (Source: Lessons Learned 2nd ACR Redeployment from Bosnia – 1998)				
8. After RFID tags have been written by personnel from a designated support activity while assisting the deploying unit, do they use the HHI/mobile reader to verify the accuracy of the tag data?				
9. If authorized to do so, do personnel from the designated support activity export RFID tag data to the appropriate CONUS/ Regional ITV Server? (Note: After RFID tags have been written and verified for accuracy, the RFID tag data becomes initial load data for the CONUS/Regional ITV Server.)				

ADDITIONAL COMMENTS

4.3.1 Deploying Unit/Deploying Unit Chain of Command

4.3.2 Installation/Mobilization Station

4.3.3 Other Designated Support Activities

4.4 Affixing MSLs and RFID Tags to Unit Equipment, 463L Pallets, Containers, Vehicles, and Rolling Stock				
	YES	NO	N/A	COMMENTS

1. Are MSLs properly affixed by personnel from the deploying unit, installation/mobilization station, or other designated support activity to all deploying:
 	
   a. Equipment?
 	
   b. 463L pallets?				

4.4 Affixing MSLs and RFID Tags to Unit Equipment, 463L Pallets, Containers, Vehicles, and Rolling Stock				
	YES	NO	N/A	COMMENTS
c. Containers?				
d. Rolling stock?				
e. Vehicles?				
f. Other cargo items?				
2. Are the RFID tags correctly positioned on the deploying item by personnel from the deploying unit, installation/mobilization station, or other designated support activity so the tag can be properly read while also avoiding tag damage during movement?				
3. Are RFID tags securely fastened (using magnetic or plastic holders or nylon zip-lock strips) by personnel from the deploying unit, installation/ mobilization station, or other designated support activity to all applicable deploying:				
a. Equipment?				
b. 463L pallets?				
c. Containers?				
d. Rolling stock?				
e. Vehicles?				
f. Other cargo items?				
4. Are RFID tag batteries checked and weak/dead batteries replaced by personnel from the deploying unit, installation/mobilization station, or other designated support activity prior to deployment?				
5. Are weak or dead batteries disposed of properly by personnel from the deploying unit, installation/ mobilization station, or other designated support activity IAW hazardous material (HAZMAT) regulations?				

ADDITIONAL COMMENTS

4.5 Satellite Tracking Requirements				
	YES	**NO**	**N/A**	**COMMENTS**
1. Does the deploying unit's higher headquarters or MACOM require that satellite transponders be installed on specific vehicles in a convoy departing the installation/mobilization station for the APOE/SPOE?				
If answer to question 1 is NO, proceed to sub-section 4.6. If answer to question 1 is YES, continue on in this sub-section.				
2. Are satellite transponders from satellite tracking systems such as the DTTS, DTRACS, or MTS installed on designated vehicles in convoys by personnel from the deploying unit, installation/mobilization station, or designated support activity in order to gain ITV over the convoy movement? Which satellite tracking system is used? Which organization (deploying unit, installation, or designated support activity) accomplishes this action?				
3. If there are shipment units (vehicles, rolling stock, containers, equipment items, 463L pallets, etc.) in the convoy that have RFID tags attached, are these tag numbers captured against the satellite transponder number so RFID tagged items can be tracked? (Note: Transponder number correlates to a convoy control number; transponder reports movement times to GTN and appropriate CONUS/Regional ITV Server.) (Source: USAREUR integration of satellite tracking system and RFID tag information into their Regional ITV Server database)				

ADDITIONAL COMMENTS

4.6 ITV Departure Reporting for Unit Soldiers				
	YES	**NO**	**N/A**	**COMMENTS**
1. Does the Theater ITV Plan, ASCC, or deploying unit's MACOM require ITV movement reporting to GTN when unit soldiers depart the installation/home station? (Note: The DOD AIT Implementation Plan requires ITV movement reporting to GTN for unit soldiers departing the installation/home station.)				
2. Is each soldier's Smart Card scanned when unit soldiers board buses or other conveyances that are				

4.6 ITV Departure Reporting for Unit Soldiers				
	YES	**NO**	**N/A**	**COMMENTS**
moving them to the APOE or SPOE? What organization performs this action?				
3. Is this ITV movement data entered into TC-AIMS II? What organization performs this action? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
4. Is the ITV movement data reported to GTN within one hour after the buses/other conveyances carrying unit soldiers depart the installation/mobilization station? What organization performs this action? Which AIS (TC-AIMS II and/or GOPAX) is used to report ITV movement data to GTN? (Use COMMENTS column when answering.)				

ADDITIONAL COMMENTS

4.7 ITV Departure Reporting for Unit Equipment and Cargo				
	YES	**NO**	**N/A**	**COMMENTS**
4.7.1 ITV Movement Reporting Requirements				
1. Does the Theater ITV Plan, ASCC, or deploying unit's MACO)M require reporting to GTN when unit equipment and cargo items depart the installation/home station? (Note: The DOD AIT Implementation Plan requires reporting to GTN for unit equipment and cargo departing the installation/home station.)				
4.7.2 Non-Convoy Movements				

1. When RFID tagged unit vehicles, rolling stock, equipment, 463L pallets, and containers pass by a fixed or mobile RFID tag reader/interrogator at the departure gate of the installation/mobilization station:
 	
    a. Are the RFID tags on the unit equipment and cargo items being interrogated when the equipment and cargo pass by?
 	
    b. Is the interrogated RFID tag data passed automatically to the appropriate CONUS/Regional ITV Server?				

4.7 ITV Departure Reporting for Unit Equipment and Cargo				
	YES	**NO**	**N/A**	**COMMENTS**
c. Is the CONUS/Regional ITV Server passing interrogated RFID tag data to GTN and JTAV expeditiously? (Note: Unit ITV movement data should be visible in GTN within one hour of the event.)				
2. When unit equipment and cargo depart the installation/mobilization station: a. Are the equipment and vehicle MSLs scanned? b. Is the movement schedule and associated equipment/cargo information entered into TC-AIMS II? c. Is ITV movement data passed to GTN by TC-AIMS II within one hour of departure? Who accomplishes this ITV movement reporting? Which organization performs each of the above tasks? (Use COMMENTS column to clarify.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
4.7.3 Convoy Movements				
1. When RFID tagged unit vehicles, rolling stock, equipment, 463L pallets, and containers that are part of a convoy pass by a fixed or mobile RFID tag reader/ interrogator at the departure gate at the installation/ mobilization station: a. Are the RFID tags that are affixed to unit equipment and cargo being interrogated when the convoy passes by? b. Is the interrogated RFID tag data passed automatically to the appropriate CONUS/Regional ITV Server? c. Is the CONUS/Regional ITV Server passing interrogated RFID tag data to GTN and JTAV expeditiously? (Note: Unit ITV movement data should be visible in GTN within one hour of the event.)				
2. When unit equipment, vehicles, and containers are				

4.7 ITV Departure Reporting for Unit Equipment and Cargo				
	YES	NO	N/A	COMMENTS
formed into convoys for departure from the installation/ mobilization station, do personnel from the deploying unit, installation/mobilization station, or other designated support activity: a. Scan the MSLs that are affixed to all unit equipment and cargo items? b. Correlate the unit equipment and cargo data to a specific convoy control number? c. Enter the correlated unit equipment and cargo data as well as the convoy movement data into TC-AIMS II? d. Report the ITV movement data to GTN within one hour after the convoy departs the installation? e. Correlate any RFID tags that are on equipment, vehicles and containers in the convoy to the appropriate satellite transponder (if one is used to track the convoy)? Which organization accomplishes these actions? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
4.7.4 Rail Movements				
1. When rail cars pass by a fixed or mobile RFID tag reader/interrogator at the departure gate at the installation/mobilization station: a. Are the RFID tags on the unit equipment and cargo items being interrogated when the rail cars pass by? b. Is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server automatically? c. Is the CONUS/Regional ITV Server passing interrogated RFID tag data to GTN and JTAV expeditiously? (Note: Unit ITV movement data should				

4.7 ITV Departure Reporting for Unit Equipment and Cargo				
	YES	**NO**	**N/A**	**COMMENTS**
be visible in GTN within one hour of the event.)				

2. For rail moves to the SPOE, are rail car manifests successfully created by personnel from the deploying unit, installation/mobilization station, or other designated support activity using one or both of the following methods?
 	
    a. "Drag and drop" method where items are copied from a unit equipment file and pasted to the tag manifest?
 	
    b. Scanning method where the HHI/mobile reader is used to scan the linear bar code labels/MSLs of cargo items as the items are loaded into containers? (Note: Packing lists can also be created from the scanned bar codes/MSLs.)
 	
Which organization performs each of the above tasks? (Use COMMENTS column to clarify.)				

3. After the rail car manifests are successfully created by personnel from the deploying unit, installation/mobilization station, or other designated support activity, is:
 	
    a. The container, equipment, vehicle, and rolling stock information matched to/correlated with a specific rail movement?
 	
    b. The rail movement schedule and associated equipment and cargo data entered into TC-AIMS II?
 	
    c. The rail movement schedule and associated ITV movement data passed to GTN using TC-AIMS II within one hour of train departure?
 	
Which organization performs each of the above tasks? (Use COMMENTS column to clarify.)
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

ADDITIONAL COMMENTS

4.7.1 ITV Movement Reporting Requirements

4.7.2 Non-Convoy Movements

4.7.3 Convoy Movements

4.7.4 Rail Movements

4.8 Quality Control				
	YES	NO	N/A	COMMENTS
1. Are quality control procedures in place and being followed by personnel from the deploying unit, installation/mobilization station, or other designated support activity to ensure all: a. Unit equipment, containers, 463L pallets, vehicles, and rolling stock have an accurate bar code label, MSL, and/or RFID tag attached? b. Unit soldiers are issued a Smart Card?				
2. If ITV movement reporting is required by the Supporting Command/MACOM or ASCC, is TC-AIMS II used to report: a. Unit equipment and cargo movements to GTN within one hour after the equipment and cargo items depart the installation/mobilization station? b. Unit soldier movements to GTN within one hour after the soldiers depart the installation/mobilization station? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-*				

4.8 Quality Control				
	YES	**NO**	**N/A**	**COMMENTS**
AIMS II questions.)				

ADDITIONAL COMMENTS

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Section 5 - AIT Actions En Route to the APOE/SPOE

5.1 ITV Movement Reporting Requirements				
	YES	**NO**	**N/A**	**COMMENTS**
This section only includes evaluation questions for capturing ITV data from RFID tags. RFID tag readers/interrogators can be installed to automatically capture the tag data when vehicles, convoys, or trains pass. Although Smart Cards for deploying soldiers and MSLs on unit equipment and cargo could be scanned at en route locations such as rest stops or refueling points, this procedure is considered manpower intensive and may require a halt in movement.				
1. Does the Supporting Command/MACOM ITV Plan specify that en route ITV movement reporting be accomplished using RFID tag reporting techniques? (Note: The DOD AIT Implementation Plan does not require reporting of en route movement data for unit moves to the APOE/SPOE.)				
If answer to question 1 is NO, proceed to Section 6. If answer to question 1 is YES, proceed to sub-section 5.2.				

ADDITIONAL COMMENTS

5.2 Installing RFID Tag Readers/Interrogators at En Route Locations				
	YES	**NO**	**N/A**	**COMMENTS**

1. If ITV movement data is required to be captured at en route locations for RFID tagged unit equipment and cargo, are RFID tag readers/interrogators set up at any of the following en route locations:
 	
  a. Support sites?
 	
  b. Rest stops?
 	
  c. CSCs?
 	
  d. Rail transit points?
 	
   e. Other locations? (Identify in COMMENTS column.)				

2. Have the allocation and assignment of required				

5.2 Installing RFID Tag Readers/Interrogators at En Route Locations				
	YES	**NO**	**N/A**	**COMMENTS**
frequencies been approved for the geographic locations where RFID devices (RFID tag readers/interrogators, modems, scanners, and tags) will be operating?				

3. When selecting the proper locations to position RFID tag readers/interrogators, have the following factors been considered:
 	
   a. Will the interrogator be able to read passing tags?
 	
   b. Is the interrogator physically safe from theft, damage, or vandalism?
 	
   c. Is the interrogator operationally secure from enemy action, jamming, and data interception?
 	
   d. Is power secure?
 	
   e. Does the communications infrastructure provide security for the passage of interrogated RFID tag data to the appropriate CONUS/Regional ITV Server without interruption?				

4. At en route locations, is the RFID host computer registered with the appropriate CONUS/Regional ITV Server to allow for the correct routing of movement data? (Source: TIPS Users Manual)				
5. Are RFID tag readers/interrogators properly set to collect tag data? (Note: Location, function, and purpose of the RFID tag reader/interrogator must be considered. RFID tag readers/interrogators can be set either in a continuous or intermittent mode.) (Source: Lessons Learned, Exercise Foal Eagle 1999 Deployment)				

6. At the en route locations:
 	
   a. Are the RFID tag readers/interrogators positioned so there is no electro-magnetic interference caused by obstacles or high voltage equipment? (Source: PM AIT CD containing RFID Multimedia Training Package)
 	
   b. Are the RFID tag readers/interrogators positioned high enough to accurately read tags on vehicles, rolling stock, containers, and 463L pallets? (Source: PM AIT CD containing RFID Multimedia Training Package)				

5.2 Installing RFID Tag Readers/Interrogators at En Route Locations				
	YES	NO	N/A	COMMENTS
c. Are any RF relays located more than 1.5 miles apart? (Note: Relay distances greater then 1.5 miles may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
d. Are there tall buildings or hills between the RF relays and other RFID tag readers/interrogators that impede their line of sight? (Note: Obstructions may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
e. Are two RFID tag readers/interrogators installed in the event that a "good read" cannot be obtained by a single RFID tag reader/interrogator because RFID tagged vehicles, equipment, and containers are passing the RFID tag reader/interrogator too quickly? (Source: Fly-Away Kit Design Document, December 1999)				

ADDITIONAL COMMENTS

5.3 Training of Personnel at En Route Locations on AIT Devices				
	YES	NO	N/A	COMMENTS
1. Has the SI, ASG, Supporting Command, or MACOM assigned an en route support element at the en route location?				
If answer to question 1 is NO proceed to sub-section 5.4. If answer to question 1 is YES continue on in this sub-section.				
2. Are personnel from the en route location support element able to effectively troubleshoot the RFID tag reader/interrogator: a. When no LEDs are illuminated? b. When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer?				

5.3 Training of Personnel at En Route Locations on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**
(Source: PM AIT CD containing RFID Multimedia Training Package)				
3. Are personnel from the en route location support element able to effectively troubleshoot problems with satellite transponders?				
ADDITIONAL COMMENTS				

5.4 Collection and Reporting of ITV Movement Data				
	YES	**NO**	**N/A**	**COMMENTS**
1. When RFID tagged unit equipment, vehicles, 463L pallets, and containers pass by a RFID tag reader/ interrogator at an en route location, is the interrogated RFID tag data being automatically passed to the appropriate CONUS/Regional ITV Server?				
2. Does the CONUS/Regional ITV Server pass interrogated RFID tag data to GTN and JTAV expeditiously?				
3. Does the unit ITV arrival and departure movement data appear in GTN within one hour of the event?				
ADDITIONAL COMMENTS				

5.5 Quality Control				
	YES	**NO**	**N/A**	**COMMENTS**
1. Are quality control procedures in place and being followed by designated support element personnel at en route locations to ensure: a. All RFID tag readers/interrogators are functioning properly? b. RFID tag data is being captured and reported to the appropriate CONUS/Regional ITV Server?				

ADDITIONAL COMMENTS

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Section 6 - AIT Actions at the APOE

6.1 APOE AIT Integration Plans				
	YES	NO	N/A	COMMENTS

1. For USTRANSCOM operated APOEs, has an AIT Integration Plan been developed by USTRANSCOM and/or AMC that specifies:
 	
    a. How and where AIT will be employed within the port complex?
 	
    b. How personnel assigned to activities such as the aerial port squadron, TALCE, DACG, other designated support elements, deploying unit, and marshaling area control element will interact with each other within the port complex?
 	
    c. How unit equipment and cargo will be accepted and processed through the APOE? (Note: Procedures that specify how unit equipment and cargo items will be accepted and processed into and through the port as well as where and how AIT will be used should be included.)
 	
    d. How ITV departure movement data will be captured and reported to the APOD when airlift aircraft depart the APOE?
 	
    e. How unit soldiers will be accepted and processed through the APOE? (Note: Procedures that specify how unit soldiers will be accepted and processed into and through the port as well as where and how AIT will be used should be included.)
 	
(Note: See sub-section 1.2 [AIT Integration Plans for the POEs and PODs] for details.)				

2. For non-USTRANSCOM operated APOEs, has an AIT Integration Plan been developed by the port operator that specifies how:
 	
    a. How and where AIT will be employed within the port complex?
 	
    b. How personnel assigned to activities such as the base deployment support activity (Air Force element), TALCE, DACG, other designated support elements, deploying unit, and marshaling area control element will interact with each within the port complex?				

6.1 APOE AIT Integration Plans				
	YES	**NO**	**N/A**	**COMMENTS**

c. How unit equipment and cargo will be accepted and processed through the APOE? (Note: Procedures that specify how unit equipment and cargo items will be accepted and processed into and through the port as well as where and how AIT will be used should be included.)
 	
   d. How ITV departure movement data will be captured and reported to the APOD when airlift aircraft depart the APOE?
 	
   e. How unit soldiers will be accepted and processed through the APOE? (Note: Procedures that specify how unit soldiers will be accepted and processed into and through the port as well as where and how AIT will be used should be included.)
 	
(Note: See sub-section 1.2 [AIT Integration Plans for the POEs and PODs] for details.)				

ADDITIONAL COMMENTS

6.2 Installing RFID Tag Readers/Interrogators at the APOE				
	YES	**NO**	**N/A**	**COMMENTS**
1. Are RFID tag readers/interrogators positioned at arrival gates so they can accurately read RFID tags that are mounted on arriving unit equipment and cargo?				

2. Are RFID tag readers/interrogators being used within the APOE port complex to track tagged unit equipment and cargo at locations such as the:
 	
   a. Marshaling area?
 	
   b. Alert holding area?
 	
   c. Call forward area?
 	
   d. Other locations? (Identify in COMMENTS column.)				

6.2 Installing RFID Tag Readers/Interrogators at the APOE				
	YES	NO	N/A	COMMENTS
If all answers to questions 1 and 2 are NO, proceed to sub-section 6.3. If any answers to question 2 are YES, continue on in this sub-section.				
3. Are the RFID tag readers/interrogators positioned so there is no electro-magnetic interference caused by obstacles or high voltage equipment? (Source: PM AIT CD containing RFID Multimedia Training Package)				
4. Are the RFID tag readers/interrogators positioned high enough to accurately read tags on equipment, vehicles, containers, and 463L pallets? (Source: PM AIT CD containing RFID Multimedia Training Package)				
5. Are the RFID tag readers/interrogators correctly set to capture tag data (time wise) so they will not inadvertently drain tag batteries? (Note: Location, function, and purpose of the RFID tag reader/ interrogator must be considered. RFID tag readers/ interrogators can be set either in a continuous or intermittent mode.) (Source: Lessons Learned, Exercise Foal Eagle 1999 Deployment)				
6. Is the RFID host computer registered with the appropriate CONUS/Regional ITV Server to allow for correct routing of ITV movement data when tag data is collected? (Source: TIPS Users Manual)				
7. Are RF relays being used?				
If answer to question 7 is NO, proceed to question 12 in this sub-section. If answer to question 7 is YES, proceed to question 8 in this sub-section.				
8. Are any RF relays located more than 1.5 miles apart? (Note: If the relays are more than 1.5 miles apart, then the signal may be lost.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
9. Are there tall buildings or hills between the RF relays and other RFID tag readers/interrogators that impede their line of sight? (Note: If obstructions exist, then the signal may be lost.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
10. Have precautions been taken to ensure that a clear line-of-sight is maintained between the RF relays/other RFID tag readers/interrogators for the duration of the deployment?				
11. Are the RF relays too near other RF emitting equipment (not AIT equipment) – thus causing RFID				

6.2 Installing RFID Tag Readers/Interrogators at the APOE				
	YES	NO	N/A	COMMENTS
tag reading interference? (Note: If yes, then the signal may be lost.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
12. If RFID tagged vehicles, equipment, and 463L pallets are passing by a single RFID tag reader/ interrogator too quickly at the APOE arrival gate for the tag reader/interrogator to obtain a "good read" are two RFID tag readers/interrogators installed? (Source: Fly-Away Kit Design Document, December 1999)				
13. At CONUS APOEs, have the allocation and assignment of required frequencies been approved for the geographic locations where the RFID devices (RFID tag readers/interrogators, modems, scanners, and tags) will be operating?				
14. At OCONUS APOEs, have the allocation and assignment of required frequencies been approved by the Host Nation for the geographic locations where the RFID devices (RFID tag readers/interrogators, modems, scanners, and tags) will be operating?				

ADDITIONAL COMMENTS

6.3 Training of Personnel at the APOE on AIT Devices				
	YES	NO	N/A	COMMENTS
If evaluating marshaling area control element, then proceed to sub-section 6.3.1. If evaluating DACG/other designated support element, then proceed to sub-section 6.3.2. If evaluating a contractor, then proceed to sub-section 6.3.3.				
6.3.1 Marshaling Area Control Element				
1. Has a marshaling area control element been designated by the SI or the deploying unit's higher headquarters or MACOM to manage the marshaling area at the APOE? What is the designation of this unit? What installation did the marshaling area control element come from?				
If answer to question 1 is NO, proceed to sub-section 6.3.2. If answer to question 1 is YES, proceed to question 2 in this sub-section.				

6.3 Training of Personnel at the APOE on AIT Devices				
	YES	NO	N/A	COMMENTS

2. Has the marshaling area control element been tasked to:
 	
  a. Write RFID tags in the event that new or replacement tags are required to support the deploying unit? (Note: The primary responsibility for writing new or replacement RFID tags rests with the deploying unit. If tasked, the marshaling area control element would provide a backup capability.)
 	
  b. Create MSLs in the event that new or replacement MSLs are required to support the deploying unit? (Note: The primary responsibility for creating new or replacement MSLs rests with the deploying unit. If tasked, the marshaling area control element would provide a backup capability.)
 	
  c. Create Smart Cards for deploying soldiers whose cards were damaged or lost during deployment to the APOE?				

If all answers to question 2 are NO, proceed to sub-section 6.3.2. If there are YES answers to question 2, continue on in this sub-section.				

3. Does the marshaling area control element have:
 	
  a. A TC-AIMS II equipped computer with appropriate RFID tag writing software? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
  b. AIT related devices such as a HHI/mobile reader, docking station, and a label printer?				

If both answers to question 3 are NO proceed to question 9 in this sub-section. If any answers to question 3 are YES continue on in this sub-section.				

4. Are designated personnel from the marshaling area control element able to successfully write a replacement or new RFID tag using the:
 	
  a. HHI/mobile reader?
 	
  b. Docking station/interrogator?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

5. Are designated personnel from the marshaling area control element able to successfully use the HHI/mobile				

6.3 Training of Personnel at the APOE on AIT Devices				
	YES	NO	N/A	COMMENTS

reader to:
 	
    a. Select a single RFID tag and review the data contained on it?
 	
    b. Collect conditional data (search for specific items) from a host of RFID tags?
 	
    c. Search for all RFID tags within range that match defined criteria?
 	
    d. Search the TC-AIMS II database for an individual RFID tag? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
    e. Search for a specific RFID tag in a storage area, staging area, marshaling area, or port complex?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

6. Are designated personnel from the marshaling area control element able to successfully use troubleshooting procedures when the HHI/mobile reader:
 	
    a. Will not turn on?
 	
    b. Immediately turns off after being turned on?
 	
    c. Beeps every 10 seconds and instrument can not be turned off?
 	
    d. Battery icon blinks on/off?
 	
    e. Displays an invalid media type while reading the PC card?
 	
    f. Battery pack has lost its capacity to charge?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

7. Are designated personnel from the marshaling area control element able to efficiently:				

6.3 Training of Personnel at the APOE on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**
a. Change the HHI's/mobile reader's battery pack?				
b. Change out the PC card?				
c. "Cold boot" the HHI/mobile reader?				
d. Navigate the menus of the HHI/mobile reader?				
e. Place the HHI/mobile reader in "storage mode?"				
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				
8. Are designated personnel from the marshaling area control element able to successfully operate the MSL/bar code label maker? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
9. Are designated personnel from the marshaling area control element able to successfully: a. Identify weak batteries in RFID tags? b. Install charged/new batteries in RFID tags? c. Deactivate/"power down" RFID tags?				
10. Are designated personnel from the marshaling area control element able to effectively troubleshoot the RFID tag reader/interrogator: a. When no LEDs are illuminated? b. When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer? (Source: PM AIT CD containing RFID Multimedia Training Package)				
6.3.2 DACG/Other Designated Support Element				
1. Has a DACG been designated by the SI or the deploying unit's higher headquarters to support the deploying unit at the APOE?				
If answer to question 1 is YES, proceed to question 3 in this sub-section. If answer to question 1 is NO, proceed to question 2 in this sub-section.				

6.3 Training of Personnel at the APOE on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**
2. If a DACG has not been established, has another support element been designated to support the deploying unit?				
If answer to question 2 is YES, proceed to question 3 in this sub-section. If answer to question 2 is NO, proceed to sub-section 6.3.3.				

3. Has the DACG/other designated support element been tasked by the SI or other higher headquarters to:
 	
   a. Write RFID tags in the event that new or replacement tags are required to support the deploying unit? (Note: The primary responsibility for writing new or replacement RFID tags rests with the deploying unit. If tasked, the DACG would provide a backup capability.)
 	
   b. Create MSLs in the event that new or replacement MSLs are required to support the deploying unit? (Note: The primary responsibility for creating new or replacement MSLs rests with the deploying unit. If tasked, the DACG would provide a backup capability.)
 	
   c. Create Smart Cards for deploying soldiers whose cards were damaged or lost during deployment?				

If all answers to question 3 are NO, proceed to sub-section 6.3.3. If there are YES answers to question 3, continue on in this sub-section.				

4. Does the DACG/other designated support element have:
 	
   a. A TC-AIMS II equipped computer with appropriate RFID tag writing software? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
   b. AIT related devices such as a HHI/mobile reader, docking station, and a label printer?
 	
   c. A Smart Card producing and scanning capability?				

If all answers to question 4 are NO proceed to question 11 in this sub-section. If any answers to question 4 are YES continue on in this sub-section.				
5. Are personnel from the DACG/other designated support element able to successfully write a replacement or new RFID tag using the: a. HHI/mobile reader?				

6.3 Training of Personnel at the APOE on AIT Devices				
	YES	NO	N/A	COMMENTS
b. Docking station/interrogator? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
6. Are personnel from the DACG/other designated support element able to successfully use the HHI/mobile reader to: a. Select a single RFID tag and review the data contained within the tag? b. Collect conditional data (search for specific items) from a host of RFID tags? c. Search for all RFID tags within range that match defined criteria? d. Search the TC-AIMS II database for an individual RFID tag? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)* e. Search for a specific RFID tag in a storage area, staging area, marshaling area, or port complex? (Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				
7. Are personnel from the DACG/other designated support element able to successfully use troubleshooting procedures when the HHI/mobile reader: a. Will not turn on? b. Immediately turns off after being turned on? c. Beeps every 10 seconds and instrument can not be turned off? d. Battery icon blinks on/off? e. Displays an invalid media type while reading the PC card?				

6.3 Training of Personnel at the APOE on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**
f. Battery pack has lost its capacity to charge? (Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				
8. Are personnel from the DACG/other designated support element able to efficiently: a. Change the HHI's/mobile reader's battery pack? b. Change out the PC card? c. "Cold boot" the HHI/mobile reader? d. Navigate the menus of the HHI/mobile reader? e. Place the HHI/mobile reader in "storage mode?" (Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				
9. Are personnel from the DACG/other designated support element able to successfully operate the MSL/bar code label maker? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
10. Are personnel from the DACG/other designated support element able to successfully create Smart Cards?				
11. Are personnel from the DACG/other designated support element able to successfully: a. Identify weak batteries in RFID tags? b. Install charged/new batteries in RFID tags? c. Deactivate/"power down" RFID tags?				
12. Are personnel from the DACG/other designated support element able to effectively troubleshoot the RFID tag reader/interrogator: a. When no LEDs are illuminated? b. When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer?				

6.3 Training of Personnel at the APOE on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**
(Source: PM AIT CD containing RFID Multimedia Training Package)				
6.3.3 Contractor				
1. Have personnel been contracted to install and maintain RFID tag readers/interrogators at the APOE?				
If answer to question 1 is NO, proceed to sub-section 6.4. If answer to question 1 is YES, proceed to question 2 in this sub-section.				

2. If contracted to do so, are designated contractor personnel able to effectively troubleshoot the RFID tag reader/ interrogator:
 	
    a. When no LEDs are illuminated?
 	
    b. When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package)				

ADDITIONAL COMMENTS

6.3.1 Marshaling Area Control Element

6.3.2 DACG/Other Designated Support Element

6.3.3 Contractor

6.4 Movement of Unit Soldiers through the APOE				
	YES	**NO**	**N/A**	**COMMENTS**
6.4.1 ITV Movement Reporting Requirements				
1. Does the deploying unit's higher headquarters or MACOM require ITV movement reporting to GTN for unit soldiers arriving at the APOE? (Note: The DOD AIT Implementation Plan requires reporting to GTN within one hour of the movement event for unit soldiers				

6.4 Movement of Unit Soldiers through the APOE				
	YES	**NO**	**N/A**	**COMMENTS**
arriving at the APOE.)				
2. Does the deploying unit's higher headquarters or MACOM require ITV movement reporting to GTN for unit soldiers departing the APOE? (Note: The DOD AIT Implementation Plan requires reporting to GTN within one hour of the movement event for unit soldiers departing the APOE.)				
6.4.2 Processing Unit Soldiers through the Marshaling Area				

1. When unit soldiers arrive at the APOE, do they report to the:
 	
    a. Marshaling area?
 	
    b. Passenger holding area?				

If answer to question 1 is "a", continue on in this sub-section. If answer to question 1 is "b", proceed to sub-section 6.4.3.				

2. When unit soldiers arrive at the marshaling area, do designated personnel from the deploying unit:
 	
    a. Monitor arrival of soldiers based on pre-planned aircraft manifests?
 	
    b. Check to see that all deploying soldiers have an accurate Smart Card in their possession?				

3. Has a marshaling area control element been designated by the SI or deploying unit's higher headquarters or MACOM to manage the marshaling area at the APOE?				

4. Does the marshaling area control element have:
 	
    a. TC-AIMS II hardware and software? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
    b. Have a Smart Card creation capability?				

5. After unit soldiers arrive at the marshaling area, do designated personnel from the marshaling area control element: a. Scan the Smart Cards of the arriving unit soldiers to establish accountability and a passenger database				

6.4 Movement of Unit Soldiers through the APOE				
	YES	NO	N/A	COMMENTS
within the marshaling area?				
b. Report movement data to GTN within one hour of the arrival of the unit soldiers at the APOE?				
c. Scan the Smart Cards when the unit soldiers depart the marshaling area for the passenger holding area?				
d. Match data from scanned Smart Cards against pre-planned passenger manifests as unit soldiers depart for passenger holding area?				
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				
6. If Smart Card discrepancies are identified at the marshaling area, do designated personnel from the marshaling area control element assist the deploying unit with correcting the Smart Card deficiencies?				
6.4.3 Processing Unit Soldiers through the Passenger Holding Area				
6.4.3.1 DACG/Other Designated Support Element Actions				
1. Has the SI or deploying unit's higher headquarters or MACOM designated a DACG or a support element to process unit soldiers arriving at the passenger holding area? (Specify type organization [DACG or other designated support element] in COMMENTS column.)				

2. Does the DACG/other designated support element have:
 	
    a. TC-AIMS II hardware and software? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
    b. Have a Smart Card creation capability?				

3. Did the deploying unit's soldiers process through a marshaling area prior to arriving at the passenger holding area?				
If answer to question 3 is YES, proceed to question 4 in this sub-section. If answer to question 3 is NO, proceed to question 5 in this sub-section.				

6.4 Movement of Unit Soldiers through the APOE				
	YES	**NO**	**N/A**	**COMMENTS**

4. When unit soldiers arrive at the passenger holding area (after departing the marshaling area), do personnel from the DACG/other designated support element:
 	
   a. Scan the soldiers' Smart Cards in order to establish accountability of the deploying soldiers? (Note: This is for internal control purposes.)
 	
   b. Input scanned Smart Card data into TC-AIMS II? (Note: This is for internal control purposes.)
 	
   c. Coordinate with the deploying unit on the desired sequencing of unit soldiers on specific aircraft loads?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

Proceed to question 6 in this sub-section.				

5. When unit soldiers arrive at the passenger holding area, do personnel from the DACG/other designated support element:
 	
   a. Scan the soldiers' Smart Cards in order to establish accountability of the deploying soldiers?
 	
   b. Match data from scanned Smart Cards against pre-planned passenger manifests? (Note: This action should be accomplished in coordination with the deploying unit in order to ensure the desired sequencing of unit soldiers on specific aircraft loads is satisfied?)
 	
   c. Input scanned Smart Card data into TC-AIMS II.
 	
   d. Report movement data to GTN within one hour for unit soldiers arriving at the APOE? (Note: Since the unit soldiers did not process through the marshaling area first, then this action satisfies the requirement for reporting of soldier arrival at the APOE for the first time.)
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

6. Do personnel from the DACG/other designated				

6.4 Movement of Unit Soldiers through the APOE				
	YES	**NO**	**N/A**	**COMMENTS**

support element:
 	
    a. Assist the deploying unit in making final manifest corrections?
 	
    b. Provide the TALCE/Air Force element an electronic copy of passenger manifest? (Note: the term Air Force element is used here to identify an Air Force activity that functions at an APOE where no TALCE has been assigned.)
 	
    c. Use TC-AIMS II to create the passenger manifest? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

7. If a soldier needs a Smart Card created because his/her card was damaged or lost during the movement to the APOE, do personnel from the DACG/other designated support element create a new one if requested to do so by the deploying unit?				
6.4.3.2 TALCE/Air Force Element Actions				
1. Is a TALCE in place and operating at the APOE?				
2. If a TALCE is not in place at the APOE, is an Air Force element from the host air base accomplishing TALCE like functions?				

3. Do the representatives from the TALCE/Air Force element:
 	
    a. Input the TC-AIMS II produced passenger manifest data file into GATES/RGATES/CMOS in order to produce the "final" passenger manifest?
 	
    b. Scan soldiers' Smart Cards as they are organized into specific aircraft loads in order to create a "final" passenger manifest?
 	
Which AIS (GATES, RGATES, or CMOS) is the TALCE/Air Force element using?				

6.4.4 ITV Departure Reporting for Unit Soldiers				
1. Do personnel from the TALCE/Air Force element pass the "final" passenger manifest data to GTN within one hour of aircraft departure?				

ADDITIONAL COMMENTS

6.4.1 ITV Movement Reporting Requirements

6.4.2 Processing Unit Soldiers through the Marshaling Area

6.4.3 Processing Unit Soldiers through the Passenger Holding Area
6.4.3.1 DACG/Other Designated Support Element Actions

6.4.3.2 TALCE/Air Force Element Actions

6.4.4 ITV Departure Reporting for Unit Soldiers

6.5 Movement of Unit Equipment and Cargo through the APOE				
	YES	**NO**	**N/A**	**COMMENTS**
6.5.1 ITV Movement Reporting Requirements				
1. Does the Theater ITV Plan, ASCC, or deploying unit's higher headquarters or MACOM require ITV movement reporting to GTN for unit equipment and cargo arriving at the APOE? (Note: The DOD AIT Implementation Plan requires reporting to GTN within one hour of the movement event for unit equipment and cargo arriving at the APOE.)				
2. Does the Theater ITV Plan, ASCC, or deploying unit's higher headquarters or MACOM require ITV movement reporting to GTN for unit equipment and cargo departing the APOE? (Note: The DOD AIT Implementation Plan requires reporting to GTN within one hour of the movement event for unit equipment and cargo departing the APOE.)				
6.5.2 Capturing RFID Tag Data at the APOE				
1. When RFID tagged unit vehicles, rolling stock, equipment, 463L pallets, and containers arrive at the				

6.5 Movement of Unit Equipment and Cargo through the APOE				
	YES	**NO**	**N/A**	**COMMENTS**
APOE, are fixed or mobile RFID tag readers/ interrogators installed near the entrance to capture the ITV movement data? Where are the RFID tag readers/interrogators located? (Note: The RFID tag readers/interrogators should be placed at first arrival point for equipment and cargo.)				
2. Is the interrogated RFID tag data passed to the appropriate CONUS/Regional Server automatically?				
3. Does the CONUS/Regional ITV Server pass the interrogated RFID tag data to GTN and JTAV expeditiously? (Note: APOE related ITV movement data should be visible in GTN within one hour of the unit equipment and cargo arrival event.)				
6.5.3 Unit Equipment and Cargo Routing through the APOE				

1. When the unit equipment and cargo items arrive at the APOE, do the items:
 	
    a. Process through a marshaling area first before proceeding to the alert holding area?
 	
    b. Process directly to the alert holding area without processing through the marshaling area first?				

If answer to question 1 is "a" proceed to sub-section 6.5.4. If answer to question 1 is "b" proceed to sub-section 6.5.5.				
6.5.4 Processing Unit Equipment and Cargo through the Marshaling Area				

1. When unit equipment, rolling stock, vehicles, 463L pallets, and containers arrive at the marshaling area, do personnel from the marshaling area control element:
 	
    a. Scan the MSLs that are affixed to arriving unit equipment and cargo items as part of the receipt process? (Note: This should be done in coordination with the deploying unit.)
 	
    b. Verify that all bar codes, MSLs, and RFID tags are properly attached to preclude damage during air movement? (Note: This should be done in coordination with the deploying unit.)
 	
    c. Spot check RFID tag batteries to ensure				

6.5 **Movement of Unit Equipment and Cargo through the APOE**				
	YES	**NO**	**N/A**	**COMMENTS**

improperly charged batteries are identified? (Note: This should be done in coordination with the deploying unit.)
 	
    d. Identify discrepancies with bar codes, MSLs, and RFID tags to the deploying unit?
 	
    e. Assist the deploying unit in correcting discrepancies with bar codes, MSLs, and RFID tags if requested or tasked to do so?
 	
(Note: Above tasks are typical tasks that can be accomplished by the marshaling area control element.)				

2. Do designated personnel from the marshaling area control element use TC-AIMS II to pass ITV movement data to GTN within one hour after the unit equipment and cargo items arrive at the APOE? (Note: This satisfies requirement for ITV movement reporting to GTN for arrival of unit equipment and cargo at the APOE.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
3. When unit equipment and cargo items arrive at the marshaling area, do personnel from the deploying unit assist the marshaling area control element in marshaling and checking the shipment preparation of the equipment and cargo?				

4. If MSL, bar code, or RFID tag discrepancies are identified at the marshaling area, do designated personnel from the deploying unit:
 	
    a. Produce and replace missing, incorrect, or damaged MSLs before the unit equipment and cargo items leave the marshaling area for the alert holding area?
 	
    b. Write new or replacement RFID tags for applicable equipment and cargo items before the equipment and cargo items depart the marshaling area for the alert holding area?
 	
    c. Replace RFID tags when necessary?
 	
    d. Request assistance from the marshaling area				

6.5 Movement of Unit Equipment and Cargo through the APOE				
	YES	**NO**	**N/A**	**COMMENTS**
control element when necessary in order to correct AIT related discrepancies? (Note: These are deploying unit tasks. Completion of the tasks will be based on the amount of time available to the deploying unit to accomplish them as well as how well the tasks were accomplished at home station prior to deployment.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
5. If tasked, do designated personnel from the marshaling area control element maintain a ready supply of serviceable RFID tag batteries? (Note: The number of batteries should be based on historical data relating to the size and type of deploying units transiting the APOE.)				
Proceed to sub-section 6.5.5.				
6.5.5 Processing Unit Equipment and Cargo through the Alert Holding Area and Call Forward Area				

1. When unit vehicles, rolling stock, equipment, 463L pallets, and containers arrive at the alert holding area at the APOE, do personnel from the DACG/other designated support element:
 	
    a. Scan the MSLs of all arriving and departing unit equipment and cargo items for internal DACG accountability?
 	
    b. Perform a quality control check of all unit equipment and cargo items to ensure they are air deployable and that all MSLs, bar codes, and RFID tags are affixed properly? (Note: This quality control check should be accomplished in coordination with the deploying unit. If the equipment and cargo processed through the marshaling area first, then the number of discrepancies should be significantly reduced and the quality control check should not take very long.)
 	
    c. Spot check RFID tag batteries to ensure improperly charged batteries are identified? (Note: This should be done in coordination with the deploying unit.				

6.5 Movement of Unit Equipment and Cargo through the APOE				
	YES	**NO**	**N/A**	**COMMENTS**

In addition, this action may require DACG manpower augmentation.)
 	
    d. Coordinate with the deploying unit concerning the correction of any documentation or AIT related problems prior to the equipment or cargo moving to the call forward area? (Note: The alert holding area is the last place where Army AIT deficiencies can be readily corrected prior to air movement.)
 	
    e. Assist the deploying unit in correcting discrepancies with bar codes, MSLs, and RFID tags if requested to do so?
 	
(Note: These are potential tasks to be completed by the DACG/other designated support element at the APOE. The DACG/other designated support element may be tasked by the SI or MACOM supporting the deployment to accomplish all or some of these tasks.)				

2. If the alert holding area is the first equipment and cargo arrival point for the unit (no marshaling area), do personnel from the DACG/other designated support element report unit movement data to GTN for the arrival of unit equipment and cargo at the APOE? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

3. If MSL, bar code, or RFID tag discrepancies are identified at the alert holding area, do designated personnel from the deploying unit:
 	
    a. Produce and replace missing, incorrect, or damaged MSLs before the equipment and cargo items leave the alert holding area for the call forward area?
 	
    b. Write new or replacement RFID tags for the applicable equipment and cargo items before the equipment and cargo items depart the alert holding area for the call forward area?
 	
    c. Replace RFID tags when necessary?
 	
    d. Request assistance from the DACG/other				

6.5 Movement of Unit Equipment and Cargo through the APOE				
	YES	NO	N/A	COMMENTS
designated support element when necessary in order to correct discrepancies? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

4. After the unit equipment and cargo items move from the alert holding area to the call forward area for accomplishment of the JI and acceptance by the TALCE/Air Force element, is the:
 	
    a. TC-AIMS II cargo manifest file provided to the TALCE/Air Force element? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
    b. AALPS load plan provided to the TALCE/Air Force element?				

5. After the unit equipment and cargo items pass the JI and are accepted for air movement by the TALCE/Air Force element, are the MSLs of all unit equipment and cargo items scanned into GATES/RGATES/CMOS?				
6. Which AIS (GATES, RGATES, or CMOS) is the TALCE/Air Force element using?				
6.5.6 ITV Departure Reporting for Unit Equipment and Cargo				

1. After the unit equipment and cargo has been accepted by the TALCE/Air Force element, do they:
 	
    a. Use the TC-AIMS II cargo manifest data? (Note: Based on whether a cargo manifest was passed.)
 	
    b. Use AALPS load plan data? (Note: Based on whether AALPS load plan was passed.)
 	
    c. Input the TC-AIMS II cargo manifest data into GATES/RGATES/CMOS? (Note: Based on whether cargo manifest was passed.)
 	
    d. Pass ITV movement data using GATES/ RGATES/CMOS to GTN within one hour of aircraft departure?				

6.5 Movement of Unit Equipment and Cargo through the APOE				
	YES	**NO**	**N/A**	**COMMENTS**
e. Pass the cargo manifest data using GATES/ RGATES/CMOS to the APOD? Which AIS (GATES, RGATES, or CMOS) is the TALCE/Air Force element using?				

ADDITIONAL COMMENTS

6.5.1 ITV Movement Reporting Requirements
6.5.2 Capturing RFID Tag Data at the APOE
6.5.3 Unit Equipment and Cargo Routing through the APOE
6.5.4 Processing Unit Equipment and Cargo through the Marshaling Area
6.5.5 Processing Unit Equipment and Cargo through the Alert Holding Area and Call Forward Area
6.5.6 ITV Departure Reporting for Unit Equipment and Cargo

6.6 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the APOE				
	YES	**NO**	**N/A**	**COMMENTS**
If evaluating deploying unit, then proceed to sub-section 6.6.1. If evaluating DACG/other designated support element, then proceed to sub-section 6.6.2. If evaluating marshaling area control element, then proceed to sub-section 6.6.3.				

6.6 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the APOE				
	YES	**NO**	**N/A**	**COMMENTS**
6.6.1 Deploying Unit				

1. If replacement or new RFID tags need to be written after unit equipment and cargo items arrive at the APOE do designated personnel from the deploying unit write the tags using one or both of the following two methods?
 	
    a. "Drag and drop" method where items are copied from a unit equipment file and pasted to the tag manifest?
 	
    b. Scanning method where the HHI/mobile reader is used to scan the linear bar code labels/MSLs of cargo items as the items are loaded into containers? (Note: Packing lists can also be created from the scanned bar codes/MSLs.)
 	
(Source: TIPS Users Manual)				

2. If designated personnel from the deploying unit write a replacement or new RFID tag after the unit equipment and cargo items arrive, do they input unit move related data to the Unit Move portion of the tag? (Note: This will allow unit move queries to be made against the tag data.) (Source: Lessons Learned 2nd ACR Redeployment from Bosnia – 1998)				

3. When a replacement RFID tag is written by designated personnel from the deploying unit, do they:
 	
    a. Deactivate/"power down" RFID tags if damaged tags are replaced with new tags?
 	
    b. Cross-reference the new tag number to the old tag number in the "Remarks" section of the replacement tag if the new tag was written to replace a damaged tag?				

4. If designated personnel from the deploying unit use the docking station/interrogator to write a replacement or new RFID tag, do they: a. Verify the accuracy of the tag data by displaying and reading the data?				

6.6 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the APOE				
	YES	**NO**	**N/A**	**COMMENTS**
b. Ensure the written tag data is exported to the appropriate CONUS/ Regional ITV Server? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

5. If a replacement or new RFID tag is written using the HHI, do designated personnel from the deploying unit:
 	
    a. Verify the accuracy of the tag data by displaying and reading the data?
 	
    b. Download the written RFID tag data from the HHI to TC-AIMS II?
 	
    c. Ensure the written tag data is exported o the appropriate CONUS/Regional ITV Server?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

6. If necessary, are updated MSLs created by the deploying unit when a new or replacement RFID tag is written? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
7. If a replacement or new bar code label/MSL needs to be created, do designated personnel from the deploying unit successfully use the label maker to produce the necessary labels? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
6.6.2 DACG/Other Designated Support Element				

1. In the event that the deploying unit does not have the capability or requires assistance in producing new/ replacement RFID tags, MSLs, or Smart Cards after it reaches the APOE, has the DACG/other designated support element been tasked by the SI or MACOM supporting the deployment to produce:
 	
    a. RFID tags?
 	
    b. MSLs?				

6.6 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the APOE				
	YES	NO	N/A	COMMENTS
c. Smart Cards?				
If all answers to question 1 are NO, proceed to sub-section 6.6.3. If there are YES answers to question 1, continue on in this sub-section.				

2. If replacement or new RFID tags need to be written by personnel from the DACG/other designated support element, do they write the tags using one or both of the following two methods?
 	
   a. "Drag and drop" method where items are copied from a unit equipment file and pasted to the tag manifest?
 	
   b. Scanning method where the HHI/mobile reader is used to scan the linear bar code labels/MSLs of cargo items as the items are loaded into containers? (Note: Packing lists can also be created from the scanned bar codes/MSLs.)
 	
(Source: TIPS Users Manual)				

3. If replacement or new RFID tags need to be written after unit equipment and cargo items arrive at the APOE by personnel from the DACG/other designated support element, do they input unit move related data to the Unit Move portion of the tag? (Note: This will allow unit move queries to be made against the tag data.) (Source: Lessons Learned 2nd ACR Redeployment from Bosnia – 1998)				

4. If a replacement RFID tag needs to be written by personnel from the DACG/other designated support element, do they:
 	
   a. Deactivate/"power down" any damaged tags if the damaged tags are replaced?
 	
   b. Cross-reference the new tag number to the old tag number in the "Remarks" section of the replacement tag if the new tag was written to replace a damaged tag?				

5. If personnel from the DACG/other designated support element use the docking station/interrogator to write a replacement or new RFID tag, do they:				

6.6 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the APOE				
	YES	**NO**	**N/A**	**COMMENTS**
a. Verify the accuracy of the tag data by displaying and reading the data?				
b. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

6. If personnel from the DACG/other designated support element use the HHI to write a replacement or new RFID tag, do they:
 	
   a. Verify the accuracy of the tag data by displaying and reading the data?
 	
   b. Download the written tag data from the HHI to TC-AIMS II?
 	
   c. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

7. If necessary, are updated MSLs created by personnel from the DACG/other designated support element when a new or replacement RFID tag is written? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
8. If Smart Cards need to be created for deploying soldiers by personnel from the DACG/ other designated support element, do they input unit related data to the Smart Card so unit move related queries can be made against the Smart Card database? (Note: For example, unit related data such as UIC, ULN, unit name, and exercise name or operation name can be entered on the card. This unit related data is in addition to the personal soldier data.) (Source: Lessons Learned 2nd ACR Redeployment from Bosnia – 1998)				
9. If Smart Cards need to be created for deploying soldiers by personnel from the DACG/ other designated support element, do they scan the cards after they				

6.6 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the APOE				
	YES	NO	N/A	COMMENTS
created them to verify data accuracy?				
10. If a replacement or new bar code label/MSL needs to be created by personnel from the DACG/other designated support element, do they successfully use the label maker to produce the necessary labels? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
6.6.3 Marshaling Area Control Element				

1. In the event that the deploying unit does not have the capability or requires assistance in producing new/ replacement RFID tags, MSLs, or Smart Cards after it reaches the APOE, has the marshaling area control element been tasked by the SI or the deploying unit's higher headquarters or MACOM to produce:
 	
  a. RFID tags?
 	
  b. MSLs?
 	
  c. Smart Cards?				

If all answers to question 1 are NO, proceed to sub-section 6.7. If there are YES answers to question 1, continue on in this sub-section.				

2. If replacement or new RFID tags need to be written by designated personnel from the marshaling area control element, do they write the tags using one or both of the following two methods?
 	
  a. "Drag and drop" method where items are copied from a unit equipment file and pasted to the tag manifest?
 	
  b. Scanning method where the HHI/mobile reader is used to scan the linear bar code labels/MSLs of cargo items as the items are loaded into containers? (Note: Packing lists can also be created from the scanned bar codes/MSLs.)
 	
(Source: TIPS Users Manual)				

3. If a replacement or new RFID tag needs to be written after unit equipment and cargo items arrive by designated personnel from the marshaling area control				

6.6 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the APOE				
	YES	NO	N/A	COMMENTS
element, do they input unit move data to the Unit Move portion of the tag? (Note: This will allow unit move queries to be made against the tag data.) (Source: Lessons Learned, 2nd ACR Redeployment from Bosnia – 1998)				

4. If a replacement RFID tag needs to be written by designated personnel from the marshaling area control element, do they:
 	
   a. Deactivate/"power down" any damaged tags if the damaged tags are replaced?
 	
   b. Cross-reference the new tag number to the old tag number in the "Remarks" section of the replacement tag if the new tag was written to replace a damaged tag?				

5. If designated personnel from the marshaling area control element use the docking station/interrogator to write a replacement or new RFID tag, do they:
 	
   a. Verify the accuracy of the tag data by displaying and reading the data?
 	
   b. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

6. If designated personnel from the marshaling area control element use the HHI to write a replacement or new RFID tag, do they:
 	
   a. Verify the accuracy of the tag data by displaying and reading the data?
 	
   b. Download the written tag data from the HHI to TC-AIMS II?
 	
   c. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-				

6.6 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the APOE				
	YES	**NO**	**N/A**	**COMMENTS**
AIMS II questions.)				
7. If necessary, are updated MSLs created by designated personnel from the marshaling area control element when a new or replacement RFID tag is written? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
8. If a replacement or new bar code label/MSL needs to be created by designated personnel from the marshaling area control element, do they successfully use the label maker to produce the necessary labels? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

ADDITIONAL COMMENTS

6.6.1 Deploying Unit

6.6.2 DACG/Other Designated Support Element

6.6.3 Marshaling Area Control Element

6.7 Quality Control				
		NO		**COMMENTS**
1. Are quality control procedures in place and being followed by personnel from the deploying unit, DACG/other designated support element, and/or the marshaling area control element to ensure that: a. All applicable unit equipment and cargo items have accurate bar codes, MSLs, and/or RFID tags attached before the equipment and cargo items are turned over to the Air Force element/TALCE? b. All unit soldiers have a Smart Card in their				

6.7 Quality Control		NO		COMMENTS
possession before they start the passenger manifesting process?				
2. Is interrogated RFID tag arrival data sent to the appropriate CONUS/Regional ITV Server automatically?				
3. Does the CONUS/Regional ITV Server pass the interrogated RFID tag data to GTN and JTAV expeditiously? (Note: APOE related unit ITV arrival data should be visible in GTN within one hour of the event.)				

4. Is ITV movement data being reported via GATES/RGATES/CMOS to GTN so that the data is visible in GTN within one hour of aircraft departure from the airfield for:
 	
    a. Unit equipment and cargo data?
 	
    b. Passenger manifest data?				

ADDITIONAL COMMENTS

Section 7 – AIT Actions at the SPOE

7.1 SPOE AIT Integration Plans				
	YES		**N/A**	**COMMENTS**

1. For USTRANSCOM operated SPOEs, has an AIT Integration Plan been developed by USTRANSCOM and/or MTMC that specifies:
 	
    a. How and where AIT will be employed within the port complex?
 	
    b. How personnel assigned to activities such as the port operator, PSA, deploying unit, and marshaling area control element will interact with each other within the port complex?
 	
    c. How unit equipment and cargo will be accepted and processed through the SPOE? (Note: Procedures that specify how unit equipment and cargo items will be accepted and processed into and through the port as well as where and how AIT will be used should be included.)
 	
    d. How ocean cargo manifest data will be reported to the SPOD when sealift ships depart the SPOE?
 	
    e. Taskings for port operator/PSA to follow in regards to assisting deploying unit with correction of MSL and RFID tag discrepancies?
 	
(Note: See sub-section 1.2 [AIT Integration Plans for the POEs and PODs] for details.)				

2. For non-USTRANSCOM operated SPOEs, has an AIT Integration Plan been developed by the port operator that specifies:
 	
    a. How and where AIT will be employed within the port complex?
 	
    b. How personnel assigned to activities such as the port operator, PSA, deploying unit, and marshaling area control element will interact with each other within the port complex?
 	
    c. How unit equipment and cargo will be accepted and processed through the SPOE? (Note: Procedures that specify how unit equipment and cargo items will be accepted and processed into and through the port as well				

7.1 SPOE AIT Integration Plans				
	YES	NO	N/A	COMMENTS

as where and how AIT will be used should be included.)
 	
    d. How ocean cargo manifest data will be reported to the SPOD when sealift ships depart the SPOE?
 	
    e. Taskings for port operator/PSA to follow in regards to assisting deploying unit with correction of MSL and RFID tag discrepancies?
 	
(Note: See sub-section 1.2 [AIT Integration Plans for the POEs and PODs] for details.)				

ADDITIONAL COMMENTS

7.2 Installing RFID Tag Readers/Interrogators at the SPOE				
	YES	NO	N/A	COMMENTS

1. Are RFID tag readers/interrogators positioned at designated SPOE locations so they can accurately read RFID tags for arriving unit equipment and cargo? Are RFID tag readers/interrogators positioned at designated SPOE locations such as the:
 	
    a. Highway gate leading to port marshaling area or port staging area?
 	
    b. Rail gate leading to rail offload area?				

2. Are RFID tag readers/interrogators being used to track tagged equipment and cargo within the port complex at locations such as the:
 	
    a. Marshaling area?
 	
    b. Container consolidation points?
 	
    c. Staging areas?
 	
    d. Other locations? (Identify in COMMENTS column.)				

If all answers to questions 1 and 2 are NO proceed to				

7.2 Installing RFID Tag Readers/Interrogators at the SPOE				
	YES	**NO**	**N/A**	**COMMENTS**
sub-section 7.3. If any answers to questions 1 or 2 are YES continue on in this sub-section.				
3. Are the RFID tag readers/interrogators positioned so there is no electro-magnetic interference caused by obstacles or high voltage equipment? (Source: PM AIT CD containing RFID Multimedia Training Package)				
4. Are the RFID tag readers/interrogators positioned high enough to accurately read tags on equipment, vehicles, and containers? (Source: PM AIT CD containing RFID Multimedia Training Package)				
5. Are RFID tag readers/interrogators correctly set to collect tag data (time wise) so they will not inadvertently drain tag batteries? (Note: Location, function, and purpose of the RFID tag reader/ interrogator must be considered. RFID tag readers/ interrogators can be set either in a continuous or intermittent mode.) (Source: Lessons Learned, Exercise Foal Eagle 1999 Deployment)				
6. Is the RFID host computer registered with the appropriate CONUS/Regional ITV Server to allow for correct routing of ITV movement data when RFID tag data is collected? (Source: TIPS Users Manual)				
7. Are RF relays being used?				
If answer to question 7 is NO, proceed to question 12 in this sub-section. If answer to question 7 is YES, proceed to question 8 in this sub-section.				
8. Are any RF relays located more than 1.5 miles apart? (Note: If the relays are more than 1.5 miles apart, then the signal may be lost.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
9. Are there tall buildings or hills between the RF relays and other RFID tag readers/interrogators that impede their line of sight? (Note: Obstructions may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
10. Have precautions been taken to ensure that a clear line-of-sight is maintained between the RF relays/other RFID tag readers/interrogators throughout the deployment time line?				
11. Are RF relays positioned near other RF emitting equipment (not AIT equipment) – thus causing RFID tag reading interference? (Note: Interference may cause signal loss.) (Source: PM AIT CD containing RFID				

7.2 Installing RFID Tag Readers/Interrogators at the SPOE				
	YES	**NO**	**N/A**	**COMMENTS**
Multimedia Training Package)				
12. If RFID tagged vehicles, equipment, and containers are passing by a single RFID tag reader/interrogator too quickly at the SPOE arrival gate for the tag reader/interrogator to obtain a "good read", are two RFID tag readers/interrogators installed? (Source: Fly-Away Kit Design Document, December 1999)				
13. At CONUS SPOEs, have the allocation and assignment of required frequencies been approved for the geographic locations where RFID devices (RFID tag readers/interrogators, modems, scanners, and tags) will be operating?				
14. At OCONUS SPOEs, have the allocation and assignment of required frequencies been approved by the Host Nation for the geographic locations where RFID devices (RFID tag readers/interrogators, modems, scanners, and tags) will be operating?				

ADDITIONAL COMMENTS

7.3 Training of Personnel at the SPOE on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**
If evaluating marshaling area control element, then proceed to sub-section 7.3.1. If evaluating PSA, then proceed to sub-section 7.3.2. If evaluating a contractor, then proceed to sub-section 7.3.3.				
7.3.1 Marshaling Area Control Element				
1. Has a marshaling area control element been designated to manage the marshaling area at the SPOE? What is the designation of this unit?				
If answer to question 1 is NO, proceed to sub-section 7.3.2. If answer to question 1 is YES, proceed to question 2 in this sub-section.				
2. Has the marshaling area control element been tasked by the SI, ASG, or the deploying unit's higher headquarters/MACOM to:				

7.3 Training of Personnel at the SPOE on AIT Devices				
	YES	NO	N/A	COMMENTS
a. Write RFID tags in the event that new or replacement tags are required to support the deploying unit? (Note: The primary responsibility for writing new or replacement RFID tags rests with the deploying unit. If tasked, the marshaling area control element would provide a backup capability.) b. Create MSLs in the event that new or replacement MSLs are required to support the deploying unit? (Note: The primary responsibility for creating new or replacement MSLs rests with the deploying unit. If tasked, the marshaling area control element would provide a backup capability.) c. Create Smart Cards for deploying soldiers whose cards were damaged or lost during deployment to the SPOE?				
If all answers to question 2 are NO, proceed to sub-section 7.3.2. If there are YES answers to question 2, continue on in this sub-section.				
3. Does the marshaling area control element have: a. A TC-AIMS II equipped computer with appropriate RFID tag writing software? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)* b. AIT related devices such as a HHI/mobile reader, docking station, and a label printer? c. A Smart Card producing and scanning capability?				
If all answers to question 3 are NO proceed to question 10 in this sub-section. If any answers to question 3 are YES continue on in this sub-section.				
4. Are designated personnel from the marshaling area control element able to successfully write a replacement or new RFID tag using the: a. HHI/mobile reader? b. Docking station/interrogator?				

7.3 Training of Personnel at the SPOE on AIT Devices				
	YES	NO	N/A	COMMENTS
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

5. Are designated personnel from the marshaling area control element able to successfully use the HHI/mobile reader to:
 	
     a. Select a single RFID tag and review the data contained on it?
 	
     b. Collect conditional data (search for specific items) from a host of RFID tags?
 	
     c. Search for all RFID tags within range that match defined criteria?
 	
     d. Search the TC-AIMS II database for an individual RFID tag? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
     e. Search for a specific RFID tag in a storage area, staging area, marshaling area, or port complex?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

6. Are designated personnel from the marshaling area control element able to successfully use troubleshooting procedures when the HHI/mobile reader:
 	
     a. Will not turn on?
 	
     b. Immediately turns off after being turned on?
 	
     c. Beeps every 10 seconds and instrument can not be turned off?
 	
     d. Battery icon is blinking on/off?
 	
     e. Displays an invalid media type while reading the PC card?				

7.3 Training of Personnel at the SPOE on AIT Devices				
	YES	NO	N/A	COMMENTS
f. Battery pack has lost its capacity to charge? (Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				
7. Are designated personnel from the marshaling area control element able to efficiently: a. Change the HHI's/mobile reader's battery pack? b. Change out the PC card? c. "Cold boot" the HHI/mobile reader? d. Navigate the menus of the HHI/mobile reader? e. Place the HHI/mobile reader in "storage mode?" (Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				
8. Are designated personnel from the marshaling area control element able to successfully operate the MSL/bar code label maker? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
9. Are designated personnel from the marshaling area control element able to successfully create Smart Cards?				
10. Are designated personnel from the marshaling area control element able to successfully: a. Identify weak batteries in RFID tags? b. Install charged/new batteries in RFID tags? c. Deactivate/"power down" RFID tags?				
11. Are designated personnel from the marshaling area control element able to effectively troubleshoot the RFID tag reader/interrogator: a. When no LEDs are illuminated? b. When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer?				

7.3 Training of Personnel at the SPOE on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**
(Source: PM AIT CD containing RFID Multimedia Training Package)				
7.3.2 PSA				
1. Has a PSA been established at the SPOE?				
If answer to question 1 is NO, proceed to sub-section 7.3.3. If answer to question 1 is YES, continue on in this sub-section.				

2. Has the PSA been tasked by the SI, ASG, MTMC, or other higher headquarters to:
 	
    a. Write RFID tags in the event that new or replacement tags are required to support the deploying unit? (Note: The primary responsibility for writing new or replacement RFID tags rests with the deploying unit. If tasked, the marshaling area control element would provide a backup capability.)
 	
    b. Create MSLs in the event that new or replacement MSLs are required to support the deploying unit? (Note: The primary responsibility for creating new or replacement MSLs rests with the deploying unit. If tasked, the marshaling area control element would provide a backup capability.)
 	
    c. Check RFID tag batteries in order to identify unserviceable batteries?
 	
    d. Create Smart Cards for deploying soldiers whose cards were damaged or lost during deployment to the SPOE?				

If all answers to question 2 are NO, proceed to sub-section 7.3.3. If there are YES answers to question 2, continue on in this sub-section.				

3. Does the PSA have:
 	
    a. A TC-AIMS II equipped computer with appropriate RFID tag writing software? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
    b. AIT related devices such as a HHI/mobile reader,				

7.3 Training of Personnel at the SPOE on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**
docking station, and a label printer? 　c. A Smart Card producing and scanning capability?				
If all answers to question 3 are NO proceed to question 9 in this sub-section. If any answers to question 3 are YES continue on in this sub-section.				
4. Are designated personnel from the PSA able to successfully use the HHI/mobile reader to: 　a. Select a single RFID tag and review the data contained on it? 　b. Collect conditional data (search for specific items) from a host of RFID tags? 　c. Search for all RFID tags within range that match defined criteria? 　d. Search the TC-AIMS II database for an individual RFID tag? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)* 　e. Search for a specific RFID tag in a storage area, staging area, marshaling area, or port complex? (Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				
5. Are designated personnel from the PSA able to successfully use troubleshooting procedures when the HHI/mobile reader: 　a. Will not turn on? 　b. Immediately turns off after being turned on? 　c. Beeps every 10 seconds and instrument can not be turned off? 　d. Battery icon is blinking on/off? 　e. Displays an invalid media type while reading the PC card?				

7.3 Training of Personnel at the SPOE on AIT Devices				
	YES	NO	N/A	COMMENTS
f. Battery pack has lost its capacity to charge? (Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				
6. Are designated personnel from the PSA able to efficiently: a. Change the HHI's/mobile reader's battery pack? b. Change out the PC card? c. "Cold boot" the HHI/mobile reader? d. Navigate the menus of the HHI/mobile reader? e. Place the HHI/mobile reader in "storage mode?" (Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				
7. If tasked to do so at the SPOE, are designated personnel from the PSA able to successfully operate the MSL/bar code label maker? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
8. If tasked to do so at the SPOE, are designated personnel from the PSA able to successfully create Smart Cards?				
9. If tasked to do so at the SPOE, are designated personnel from the PSA able to successfully: a. Identify weak batteries in RFID tags? b. Install charged/new batteries in RFID tags? c. Deactivate/"power down" RFID tags?				
7.3.3 Contractor				
1. Have personnel been contracted to install and maintain RFID tag readers/interrogators at the SPOE?				
If answer to question 1 is NO, proceed to sub-section 7.4. If answer to question 1 is YES, proceed to question 2 in this sub-section.				
2. If contracted to do so at the SPOE, are designated				

7.3 Training of Personnel at the SPOE on AIT Devices				
	YES	NO	N/A	COMMENTS

contractor personnel able to effectively troubleshoot the RFID tag reader/interrogator:
 	
   a. When no LEDs are illuminated?
 	
   b. When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package)				

ADDITIONAL COMMENTS

7.3.1 Marshaling Area Control Element

7.3.2 PSA

7.3.3 Contractor

7.4 Movement of Unit Soldiers through the SPOE				
	YES	NO	N/A	COMMENTS
7.4.1 ITV Movement Reporting Requirements				
1. Does the deploying unit's higher headquarters or MACOM require ITV movement reporting to GTN for unit soldiers arriving at the SPOE? (Note: The DOD AIT Implementation Plan requires reporting to GTN within one hour of the movement event for unit soldiers arriving at the SPOE.)				
2. Does the deploying unit's higher headquarters or MACOM require ITV movement reporting to GTN for unit soldiers departing the SPOE? (Note: The DOD AIT Implementation Plan requires reporting to GTN within one hour of the movement event for unit soldiers departing the SPOE.)				

7.4 Movement of Unit Soldiers through the SPOE				
	YES	**NO**	**N/A**	**COMMENTS**
7.4.2 Processing Unit Soldiers through the SPOE				
1. When unit soldiers arrive at the SPOE for onward movement (soldiers moving on passenger ships or Navy ships, soldiers self deploying on Army watercraft, or soldiers serving as supercargoes accompanying Army equipment), are the soldiers' Smart Cards scanned to establish accountability of the transiting personnel? What activity (e.g., marshaling area control element or PSA) accomplishes this action?				
2. If a replacement Smart Card needs to be created, do personnel from the deploying unit request that a replacement card be created by the marshaling area control element or PSA?				
3. Which activity at the SPOE (marshaling area control element or PSA) creates a replacement Smart Card if requested to do so by the deploying unit?				
4. Are unit soldiers who will deploy via ship manifested? What activity (marshaling area control element or PSA) produces a passenger manifest? Which AIS is used to produce the manifest?				
7.4.3 ITV Departure Reporting for Unit Soldiers				
1. Is passenger movement data passed to GTN by designated personnel from the PSA within one hour of ship departure from the SPOE?				

ADDITIONAL COMMENTS

7.4.1 ITV Movement Reporting Requirements

7.4.2 Processing Unit Soldiers through the SPOE

7.4.3 ITV Departure Reporting for Unit Soldiers

7.5 Movement of Unit Equipment and Cargo through the SPOE				
	YES	**NO**	**N/A**	**COMMENTS**

7.5 Movement of Unit Equipment and Cargo through the SPOE				
	YES	**NO**	**N/A**	**COMMENTS**
7.5.1 ITV Movement Reporting Requirements				
1. Does the deploying unit's higher headquarters or MACOM require ITV movement reporting to GTN for unit equipment and cargo arriving at the SPOE? (Note: The DOD AIT Implementation Plan requires reporting to GTN within one hour of the movement event for unit equipment and cargo arriving at the SPOE.)				
2. Does the Theater ITV Plan, ASCC, or deploying unit's higher headquarters or MACOM require ITV movement reporting to GTN for unit equipment and cargo departing the SPOE? (Note: The DOD AIT Implementation Plan requires reporting to GTN within one hour of the movement event for unit equipment and cargo departing the SPOE.)				
7.5.2 Coordination with Marshaling Area Control Element and PSA				
1. Has the SI, ASG, or the deploying unit's higher headquarters or MACOM assigned a marshaling area control element to mange operations within the marshaling area at the SPOE?				

2. Upon arriving at the marshaling area, do designated personnel from the deploying unit:
 	
    a. Establish liaison with the marshaling area control element?
 	
    b. Establish liaison with the PSA and/or port operator?
 	
    c. Verify AIT requirements for deploying equipment and cargo items moving through the SPOE?
 	
    d. Verify AIT support that can be provided by the marshaling area control element and PSA/port operator?				

7.5.3 Capturing RFID Tag Data at the SPOE				
1. Are RFID tag readers/interrogators positioned at designated SPOE arrival gates to read RFID tags for arriving unit equipment and cargo? Specifically, are RFID tag readers/interrogators positioned at the: a. Highway gate leading to port marshaling area or port staging area?				

7.5 Movement of Unit Equipment and Cargo through the SPOE				
	YES	NO	N/A	COMMENTS
b. Rail gate leading to rail offload area?				
If answer to question 2 is NO, proceed to question sub-section 7.5.4. If answer to question 1 is YES, continue on in this sub-section.				
2. Is the interrogated RFID tag data passed to the appropriate CONUS/Regional Server automatically?				
3. Does the CONUS/Regional ITV Server pass the interrogated RFID tag data to GTN and JTAV expeditiously? (Note: SPOE related ITV movement data should be visible in GTN within one hour of the unit arrival event.)				
7.5.4 Unit Equipment and Cargo Routing through the SPOE				

1. When the unit equipment and cargo items arrive at the SPOE, do the items:
 	
   a. Process through a marshaling area first before proceeding to the staging area?
 	
   b. Process directly to the staging area without processing through the marshaling area first?				

If answer to question 1 is "a" proceed to sub-section 7.5.5. If answer to question 1 is "b" proceed to sub-section 7.5.6.				
7.5.5 Processing Unit Equipment and Cargo through the Marshaling Area				
1. When unit equipment and cargo items arrive at the marshaling area, do designated personnel from the marshaling area control element scan the MSLs that are affixed to unit equipment and cargo items?				

2. When unit equipment and cargo items arrive at the marshaling area, do designated personnel from the marshaling area control element in coordination with the deploying unit:
 	
   a. Verify that all bar codes, MSLs, and RFID tags are properly affixed/mounted on unit equipment and cargo?
 	
   b. Check RFID tag battery life?
 	
   c. Identify any discrepancies involving the affixing/mounting of bar codes, MSLs, or RFID tags?				

7.5 Movement of Unit Equipment and Cargo through the SPOE				
	YES	**NO**	**N/A**	**COMMENTS**

3. If MSL, bar code, or RFID tag discrepancies are identified at the marshaling area, do designated personnel from the deploying unit:
 	
    a. Produce and replace missing, incorrect, or damaged MSLs before the equipment and cargo items depart the marshaling area for the staging area?
 	
    b. Write new or replacement RFID tags for the applicable equipment and cargo items before the equipment and cargo items depart the marshaling area for the staging area?
 	
    c. Replace RFID tag batteries that need to be replaced before the equipment and cargo items depart the marshaling area for the staging area?
 	
    d. Request assistance from the marshaling area control element for the correction of AIT discrepancies that are beyond the capability of the unit?
 	
(Note: Above tasks are all considerations for deploying unit to accomplish while unit equipment and cargo items are processing through the marshaling area. Accomplishment of all tasks will be dependent on how much time is available to deploying unit in marshaling area and how well the unit prepared its equipment and cargo at home station prior to deployment.)				

4. When unit equipment and cargo items depart the marshaling area for the staging area, do designated personnel from the marshaling area control element:
 	
    a. Scan the MSLs that are affixed to the unit equipment and cargo items? (Note: This is for internal accountability purposes.)
 	
    b. Input the scanned MSL data into TC-AIMS II in order to establish an accountability file? (Note: This is for internal accountability purposes.)
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

7.5 Movement of Unit Equipment and Cargo through the SPOE				
	YES	**NO**	**N/A**	**COMMENTS**
5. If tasked, do designated personnel from the marshaling area control element maintain a ready supply of serviceable RFID tag batteries? (Note: The number of batteries should be based on historical data relating to the size and type of deploying units transiting the SPOE.)				
Proceed to sub-section 7.5.6, question 5.				
7.5.6 Processing Unit Equipment and Cargo through the Staging Area				
1. Did the unit equipment and cargo pass through a marshaling area at the SPOE prior to arriving at the staging area?				
If answer to question 1 is NO, proceed to questions 2-4 in this sub-section. If answer to question 1 is YES, proceed to question 5 in this sub-section.				

2. For unit equipment and cargo items that arrive at the staging area without processing through the marshaling area at the SPOE, do designated personnel from the PSA:
 	
    a. Scan the MSLs that are affixed to unit equipment and cargo items?
 	
    b. Verify that all bar codes, MSLs, and RFID tags are properly affixed/mounted on unit equipment and cargo?
 	
    c. Check RFID tag battery life? (Note: If this task is assigned to the PSA, then personnel augmentation may be required.)
 	
    d. Identify any discrepancies involving the affixing/mounting of bar codes, MSLs, or RFID tags to designated personnel from the deploying unit?
 	
    e. Provide assistance to the deploying unit (if requested to do so) regarding bar code, MSL, or RFID tag discrepancies.
 	
(Note: The above tasks are those that may be performed by the PSA based on their mission and/or taskings from higher headquarters.)				

3. If MSL, bar code, or RFID tag discrepancies are				

7.5 Movement of Unit Equipment and Cargo through the SPOE				
	YES	NO	N/A	COMMENTS

identified by the PSA to the deploying unit, do designated personnel from the deploying unit:
 	
    a. Produce and replace missing, incorrect, or damaged MSLs before the equipment and cargo items depart the staging area?
 	
    b. Write new or replacement RFID tags for the applicable equipment and cargo items before the equipment and cargo items depart the staging area?
 	
    c. Replace RFID tag batteries that need to be replaced before the equipment and cargo items depart the staging area?
 	
    d. Request assistance from the PSA at the staging area for the correction of AIT discrepancies that are beyond the capability of the unit?				

4. Does the port operator:
 	
    a. Use WPS to report ITV movement data to GTN for the unit equipment and cargo arriving at the SPOE?
 	
    b. Report movement data to GTN within one hour				

After questions 2-4 are answered, proceed to sub-section 7.5.7.				
Questions 5-6 are applicable if the unit equipment and cargo transited through a marshaling area prior to arriving at the staging area.				

5. For unit equipment and cargo items that processed through the marshaling area prior to arriving at the staging area, do designated personnel from the PSA:
 	
    a. Scan the MSLs that are affixed to unit equipment and cargo items?
 	
    b. Confirm that bar codes, MSLs, and RFID tags are properly affixed/mounted on unit equipment and cargo items? (Note: Since this action was performed at the marshaling area, PSA personnel should only have to perform a spot check to ensure compliance.)
 	
    c. Spot check RFID tag battery life? (Note: If this				

7.5 Movement of Unit Equipment and Cargo through the SPOE				
	YES	NO	N/A	COMMENTS
task is assigned to PSA, then personnel augmentation may be required. If this was already done in marshaling area, then it is probably not necessary to do it again.) d. Identify any discrepancies involving the affixing/mounting of bar codes, MSLs, or RFID tags to designated personnel from the deploying unit? e. Provide assistance to the deploying unit (if requested to do so) regarding bar code, MSL, or RFID tag discrepancies. (Note: The above tasks are those that may be performed by the PSA based on their mission and/or taskings from higher headquarters.)				
6. Does the port operator: a. Use WPS to report ITV movement data to GTN for the unit equipment and cargo arriving at the SPOE? b. Report movement data to GTN within one hour?				
7.5.7 ITV Departure Reporting for Unit Equipment and Cargo				
1. After the unit equipment and cargo items depart the SPOE staging area for vessel loading, does the port operator/PSA: a. Scan the MSLs that are affixed to the unit equipment and cargo when the equipment and cargo items are sequenced and moved onto the ship? b. Input this scanned MSL data into WPS for use in producing the final ocean cargo manifest?				
2. After the unit equipment and cargo items have been loaded aboard the ship at the SPOE, does the port operator/PSA: a. Use WPS to pass applicable ocean cargo manifest data to GTN no later than one hour after ship departure from the SPOE? b. Use WPS to pass applicable ocean cargo manifest data to the SPOD?				

ADDITIONAL COMMENTS

7.5.1 ITV Movement Reporting Requirements

7.5.2 Coordination with Marshaling Area Control Element and PSA

7.5.3 Capturing RFID Tag Data at the SPOE

7.5.4 Unit Equipment and Cargo Routing through the SPOE

7.5.5 Processing Unit Equipment and Cargo through the Marshaling Area

7.5.6 Processing Unit Equipment and Cargo through the Staging Area

7.5.7 ITV Departure Reporting for Unit Equipment and Cargo

7.6 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the SPOE				
	YES	NO	N/A	COMMENTS
If evaluating deploying unit, then proceed to sub-section 7.6.1. If evaluating marshaling area control element, then proceed to sub-section 7.6.2.				
7.6.1 Deploying Unit				
1. If replacement or new RFID tags need to be written by designated personnel from the deploying unit, do they write the tags using one or both of the following				

7.6 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the SPOE				
	YES	NO	N/A	COMMENTS

two methods?
 	
    a. "Drag and drop" method where items are copied from a unit equipment file and pasted to the tag manifest?
 	
    b. Scanning method where the HHI/mobile reader is used to scan the linear bar code labels/MSLs of cargo items as the items are loaded into containers? (Note: Packing lists can also be created from the scanned bar codes/MSLs.)
 	
(Source: TIPS Users Manual)				

2. If designated personnel from the deploying unit write a replacement or new RFID tag after the unit equipment and cargo items arrive at the SPOE, do they input unit move related data to the Unit Move portion of the tag? (Note: This will allow unit move queries to be made against the tag data.) (Source: Lessons Learned, 2nd ACR Redeployment from Bosnia – 1998)				

3. When a replacement RFID tag is written by designated personnel from the deploying unit, do they:
 	
    a. Deactivate/"power down" any damaged tags if the damaged tags are replaced?
 	
    b. Cross-reference the new tag number to the old tag number in the "Remarks" section of the replacement tag if the new tag was written to replace a damaged tag?				

4. If designated personnel from the deploying unit use the docking station/interrogator to write a replacement or new RFID tag, do they:
 	
   a. Verify the accuracy of the tag data by displaying and reading the data?
 	
    b. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II*				

7.6 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the SPOE				
	YES	NO	N/A	COMMENTS
questions.)				

5. If a replacement or new RFID tag is written using the HHI, do designated personnel from the deploying unit:
 	
    a. Verify the accuracy of the tag data by displaying and reading the data?
 	
    b. Download the written RFID tag data from the HHI to TC-AIMS II?
 	
    c. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

6. If necessary, are updated MSLs created when a new or replacement RFID tag is written? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
7. If a replacement or new MSL needs to be created by designated personnel from the deploying unit, do they successfully use the label maker to produce the necessary labels? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
7.6.2 Marshaling Area Control Element				

1. In the event that the deploying unit does not have the capability or requires assistance in producing new/replacement RFID tags, MSLs, or Smart Cards after it reaches the SPOE, has the marshaling area control element been tasked by the SI, ASG, or MACOM supporting the deployment to produce:
 	
    a. RFID tags?
 	
    b. MSLs?
 	
    c. Smart Cards?				

If all answers to question 1 are NO, proceed to sub-section 7.7. If there are YES answers to question 1,				

7.6 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the SPOE				
	YES	**NO**	**N/A**	**COMMENTS**
continue on in this sub-section.				
2. If replacement or new RFID tags need to be written by designated personnel from the marshaling area control element, do they write the tags using one or both of the following two methods? a. "Drag and drop" method where items are copied from a unit equipment file and pasted to the tag manifest? b. Scanning method where the HHI/mobile reader is used to scan the linear bar code labels/MSLs of cargo items as the items are loaded into containers? (Note: Packing lists can also be created from the scanned bar codes/MSLs.) (Source: TIPS Users Manual)				
3. If designated personnel from the marshaling area control element write a replacement or new RFID tag after the unit equipment and cargo items arrive at the SPOE, do they input unit move related data to the Unit Move portion of the tag? (Note: This will allow unit move queries to be made against the tag data.) (Source: Lessons Learned, 2nd ACR Redeployment from Bosnia – 1998)				
4. When a replacement RFID tag is written by designated personnel from the marshaling area control element, do they: a. Deactivate/"power down" any damaged tags if the damaged tags are replaced? b. Cross-reference the new tag number to the old tag number in the "Remarks" section of the replacement tag if the new tag was written to replace a damaged tag?				
5. If designated personnel from the marshaling area control element use the docking station/interrogator to write a replacement or new RFID tag, do they: a. Verify the accuracy of the tag data by displaying and reading the data?				

7.6 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the SPOE				
	YES	**NO**	**N/A**	**COMMENTS**
b. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

6. If designated personnel from the marshaling area control element use the HHI to write a replacement or new RFID tag, do they:
 	
    a. Verify the accuracy of the tag data by displaying and reading the data?
 	
    b. Download the written RFID tag data from the HHI to TC-AIMS II?
 	
    c. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

7. If necessary, are updated MSLs created when a new or replacement RFID tag is written? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
8. If a replacement or new MSL needs to be created by designated personnel from the marshaling area control element, do they successfully use the label maker to produce the necessary labels? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
9. If a Smart Card needs to be created" for deploying soldiers by designated personnel from the marshaling area control element, do they input unit related data to the Smart Cards so unit move related queries can be made against the Smart Card database during the deployment? (Note: For example, unit related data such as UIC, ULN, unit name, and exercise name or operation name can be entered on the card. This unit related data is in addition to the personal soldier data.) (Source: Lessons Learned, 2nd ACR Redeployment				

7.6 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the SPOE				
	YES	**NO**	**N/A**	**COMMENTS**
from Bosnia – 1998)				
10. If Smart Cards need to be created for deploying soldiers by designated personnel from the marshaling area control element, do they scan the cards after they create them to verify accuracy of the data?				

ADDITIONAL COMMENTS

7.6.1 Deploying Unit

7.6.2 Marshaling Area Control Element

7.7 Quality Control				
	YES	**NO**	**N/A**	**COMMENTS**

1. Are quality control procedures in place and being followed by designated personnel from the deploying unit and the marshaling area control element to ensure that:
 	
    a. All applicable unit equipment and cargo items have accurate bar codes, MSLs, and/or RFID tags attached before the equipment and cargo are loaded aboard ships at the SPOE?
 	
    b. All unit soldiers have a Smart Card in their possession before they board the ship?				

2. Is interrogated RFID tag arrival data sent to the appropriate CONUS/Regional ITV Server automatically?				
3. Does the CONUS/Regional ITV Server pass the interrogated RFID tag arrival data to GTN expeditiously? (Note: The SPOE arrival related unit ITV movement data should be visible in GTN within one hour of the event.)				
4. If unit equipment and cargo items arrive at the SPOE and then are reconfigured and loaded into military or commercial containers, are procedures in place to ensure that:				

7.7 Quality Control				
	YES	**NO**	**N/A**	**COMMENTS**
a. RFID tags are written for the containers?				
b. MSLs are created for any reconfigured equipment or cargo items?				
c. Container related RFID tag data is exported to the appropriate CONUS/Regional ITV Server?				
5. Is ITV movement data being reported via WPS to GTN so that the data is visible in GTN within one hour of ship departure?				

ADDITIONAL COMMENTS

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Section 8 - AIT in Reception Operations at the APOD

8.1 APOD AIT Integration Plans				
	YES	**NO**	**N/A**	**COMMENTS**

1. For USTRANSCOM operated APODs, has an AIT Integration Plan been developed by USTRANSCOM and/or AMC that identifies:
 	
    a. How and where AIT will be employed within the port complex?
 	
    b. How personnel assigned to activities such as the aerial port squadron, TALCE, AACG, other designated support elements, deploying unit, and/or marshaling area control element should interact with each other within the port complex?
 	
    c. How unit equipment and cargo will be processed through the APOD? (Note: Procedures that specify how unit equipment and cargo items will be accepted and processed into and through the port as well as where and how AIT will be used should be included.)
 	
    d. How ITV departure movement data will be captured and reported to GTN when unit equipment and cargo items depart the APOD?
 	
    e. How unit soldiers will be accepted and processed into and through the APOD? (Note: Procedures that specify how unit soldiers will be accepted and processed into and through the port as well as where and how AIT will be used should be included.)
 	
(Note: See sub-section 1.2 [AIT Integration Plans for the POEs and PODs] for details.)				

ADDITIONAL COMMENTS

8.2 Installing RFID Tag Readers/Interrogators at the APOD				
	YES	**NO**	**N/A**	**COMMENTS**
1. Are RFID tag readers/interrogators positioned at departure gates so they can accurately read RFID tags				

8.2 Installing RFID Tag Readers/Interrogators at the APOD				
	YES	NO	N/A	COMMENTS
for departing unit equipment and cargo?				
2. Are RFID tag readers/interrogators being used within the port complex to track tagged equipment and cargo at locations such as the: a. Equipment holding area? b. Marshaling area? c. Other locations? (Identify in COMMENTS column.)				
If all answers to questions 1 and 2 are NO proceed to sub-section 8.3. If any answers to questions 1 or 2 are YES continue on in this sub-section.				
3. Is the RFID host computer registered with the appropriate CONUS/Regional ITV Server to allow for correct routing of ITV movement data? (Source: TIPS Users Manual)				
4. Are the RFID tag readers/interrogators positioned so there is no electro-magnetic interference caused by obstacles or high voltage equipment? (Source: PM AIT CD containing RFID Multimedia Training Package)				
5. Are the RFID tag readers/interrogators positioned high enough to accurately read tags on unit equipment, rolling stock, vehicles, containers, and 463L pallets? (Source: PM AIT CD containing RFID Multimedia Training Package)				
6. Are RF relays being used?				
If answer to question 6 is NO, proceed to question 10 in this sub-section. If answer to question 6 is YES, proceed to question 7 in this sub-section.				
7. Are any RF relays located more than 1.5 miles apart? (Note: If the RF relays are more than 1.5 miles apart, then the signal may be lost.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
8. Are there tall buildings or hills between the RF relays and other RFID tag readers/interrogators that impede their line of sight? (Note: Obstructions may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
9. Are the RF relays too close to other RF emitting equipment (not AIT hardware) – thus causing RFID tag reading interference? (Note: Interference may cause				

8.2 Installing RFID Tag Readers/Interrogators at the APOD				
	YES	**NO**	**N/A**	**COMMENTS**
signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
10. Are RFID tag readers/interrogators correctly set to collect tag data (time wise) so they will not inadvertently drain tag batteries? (Note: Location, function, and purpose of the RFID tag reader/ interrogator must be considered. RFID tag readers/ interrogators can be set either in a continuous or intermittent mode.) (Source: Lessons Learned, Exercise Foal Eagle 1999 Deployment)				
11. At OCONUS APODs, have the allocation and assignment of required frequencies for use of RFID devices (RFID tag readers/ interrogators, modems, scanners, and tags) been approved by the Host Nation?				
12. At CONUS APODs, have the allocation and assignment of required frequencies for use of RFID devices (RFID tag readers/interrogators, modems, scanners, and tags) been approved?				

ADDITIONAL COMMENTS

8.3 Training of Personnel at the APOD on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**
If evaluating AACG/other designated support element, then proceed to sub-section 8.3.1. If evaluating marshaling area control element, then proceed to sub-section 8.3.2. If evaluating a contractor, then proceed to sub-section 8.3.3.				
8.3.1 AACG/Other Designated Support Element				
1. Has an AACG or other Army support element been designated to support the deploying unit at the APOD?				
If answer to question 1 is NO, proceed to sub-section 8.3.2. If answer to question 1 is YES, proceed to question 2 in this sub-section.				
2. Has the AACG/other designated support element been tasked by the TSC or other ASCC/ARFOR Command to:				

8.3 Training of Personnel at the APOD on AIT Devices				
	YES	NO	N/A	COMMENTS
a. Write RFID tags in the event that new or replacement tags are required to support the deploying unit? (Note: The primary responsibility for writing new or replacement RFID tags rests with the deploying unit. If tasked, the AACG/other designated support element would provide a backup capability.) b. Create MSLs in the event that new or replacement MSLs are required to support the deploying unit? (Note: The primary responsibility for creating new MSLs rests with the deploying unit. If tasked, The AACG/other designated support element would provide a backup capability.) c. Create Smart Cards for deploying unit personnel whose cards were damaged or lost during deployment to the APOD?				
If all answers to question 2 are NO, proceed to sub-section 8.3.2. If there are YES answers to question 2, continue on in this sub-section.				
3. Does the AACG/other designated support element have: a. A TC-AIMS II equipped computer with appropriate RFID tag writing software? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)* b. AIT related devices such as a HHI/mobile reader, docking station, and a label printer? c. A Smart Card producing and scanning capability?				
If all answers to question 3 are NO proceed to question11 in this sub-section. If any answers to question 3 are YES continue on in this sub-section.				
4. Are personnel from the AACG/other designated support element able to successfully write a replacement or new RFID tag using the: a. HHI/mobile reader?				

8.3 Training of Personnel at the APOD on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**
b. Docking station/interrogator? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
5. Are personnel from the AACG/other designated support element able to use the HHI/mobile reader to: a. Select a single RFID tag and review the data contained on it? b. Collect conditional data (search for specific items) from a host of RFID tags? c. Search for all RFID tags within range that match defined criteria? d. Search the TC-AIMS II database for an individual RFID tag? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)* e. Search for a specific RFID tag in a storage area, staging area, marshaling area, or port complex? (Source: TIPS Users Manual)				
6. Are personnel from the AACG/other designated support element able to successfully troubleshoot the HHI/mobile reader when: a. It will not turn on? b. It immediately turns off after being turned on? c. It beeps every 10 seconds and it can not be turned off? d. Its battery icon blinks on/off? e. It displays an invalid media type while reading the PC card? f. Its battery pack has lost its capacity to charge?				

8.3 Training of Personnel at the APOD on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

7. Are personnel from the AACG/other designated support element able to efficiently:
 	
   a. Change the HHI's/mobile reader's battery pack?
 	
   b. Change out the PC card?
 	
   c. "Cold boot" the HHI/mobile reader?
 	
   d. Navigate the menus of the HHI/mobile reader?
 	
   e. Place the HHI/mobile reader in "storage mode?"
 	
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

8. Are personnel from the AACG/other designated support element able to successfully operate the MSL/bar code label maker? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
9. Are personnel from the AACG/other designated support element able to successfully create Smart Cards?				
10. Are personnel from the AACG/other designated support element able to report ITV movement events to GTN using TC-AIMS II? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

11. Are personnel from the AACG/other designated support element able to successfully:
 	
   a. Identify weak batteries in RFID tags?
 	
   b. Install charged/new batteries in RFID tags?
 	
   c. Deactivate/"power down" RFID tags?				

12. Are personnel from the AACG/other designated support element able to effectively troubleshoot the RFID tag reader/interrogator:				

8.3 Training of Personnel at the APOD on AIT Devices				
	YES	NO	N/A	COMMENTS
a. When no LEDs are illuminated?				
b. When the power indicator light is on but the tag reader/interrogator is not communicating with the host computer? (Source: PM AIT CD containing RFID Multimedia Training Package)				
8.3.2 Marshaling Area Control Element				
1. Is a marshaling area established at the APOD?				
If answer to question 1 is NO, proceed to sub-section 8.3.3. If answer to question 1 is YES, proceed to question 2 in this sub-section.				
2. Has a marshaling area control element been designated by the TSC to manage the marshaling area at the APOD? What is the designation of this unit? What installation did the marshaling area control element come from?				
If answer to question 2 is NO, proceed to sub-section 8.3.3. If answer to question 2 is YES, continue on in this sub-section.				
3. Has the marshaling area control element been tasked by the TSC or other ASCC/ARFOR Command to: a. Write RFID tags in the event that new or replacement tags are required to support the deploying unit? (Note: The primary responsibility for writing new or replacement RFID tags rests with the deploying unit. If tasked, the marshaling area control element would provide a backup capability.) b. Create MSLs in the event that new or replacement MSLs are required to support the deploying unit? (Note: The primary responsibility for creating new MSLs rests with the deploying unit. If tasked, the marshaling area control element would provide a backup capability.) c. Create Smart Cards for deploying unit personnel whose cards were damaged or lost during deployment to the APOD?				
If all answers to question 3 are NO, proceed to sub-section 8.3.3. If there are YES answers to question 3,				

8.3 Training of Personnel at the APOD on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**
continue on in this sub-section.				

4. Does the marshaling area control element have:
 	
    a. A TC-AIMS II equipped computer with appropriate RFID tag writing software? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
    b. AIT related devices such as a HHI/mobile reader, docking station, and a label printer?				

If all answers to question 4 are NO proceed to question12 in this sub-section. If any answers to question 4 are YES continue on in this sub-section.				

5. Are designated personnel from the marshaling area control element able to successfully write a replacement or new RFID tag using the:
 	
    a. HHI/mobile reader?
 	
    b. Docking station/interrogator?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

6. Are designated personnel from the marshaling area control element able to use the HHI/mobile reader to:
 	
    a. Collect conditional data (search for specific items) from a host of RFID tags?
 	
    b. Search for all RFID tags within range that match defined criteria?
 	
    c. Search the TC-AIMS II database for an individual RFID tag? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
    d. Search for a specific RFID tag in a storage area, staging area, marshaling area, or port complex?
 	
(Source: PM AIT CD containing RFID Multimedia				

8.3 Training of Personnel at the APOD on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**
Training Package and TIPS Users Manual)				

7. Are designated personnel from the marshaling area control element able to successfully use troubleshooting procedures when the HHI/mobile reader:
 	
   a.   Will not turn on?
 	
   b.   Immediately turns off after being turned on?
 	
   c.   Beeps every 10 seconds and it can not be turned off?
 	
   d.   Battery icon blinks on/off?
 	
   e.   Displays an invalid media type while reading the PC card?
 	
   f.   Battery pack has lost its capacity to charge?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

8. Are designated personnel from the marshaling area control element able to efficiently:
 	
   a.   Change the HHI's/mobile reader's battery pack?
 	
   b.   Change out the PC card?
 	
   c.   "Cold boot" the HHI/mobile reader?
 	
   d.   Navigate the menus of the HHI/mobile reader?
 	
   e.   Place the HHI/mobile reader in "storage mode?"
 	
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

9. Are designated personnel from the marshaling area control element able to successfully operate the MSL/bar code label printer? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
10. Are designated personnel from the marshaling area control element able to successfully create Smart Cards?				

8.3 Training of Personnel at the APOD on AIT Devices				
	YES	NO	N/A	COMMENTS
11. Are designated personnel from the marshaling area control element able to report ITV movement events to GTN using TC-AIMS II? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

12. Are designated personnel from the marshaling area control element able to successfully:
 	
   a. Identify weak batteries in RFID tags?
 	
   b. Install charged/new batteries in RFID tags?
 	
   c. Deactivate/"power down" RFID tags?				

13. Are designated personnel from the marshaling area control element able to effectively troubleshoot the RFID tag reader/interrogator:
 	
   a.   When no LEDs are illuminated?
 	
   b.   When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package)				

8.3.3 Contractor				
1. Have personnel been contracted to install and maintain RFID tag readers/interrogators at the APOD?				
If answer to question 1 is NO, proceed to sub-section 8.4. If answer to question 1 is YES, proceed to question 2 in this sub-section.				

2. If contracted to do so at the APOD, are designated contractor personnel able to effectively troubleshoot the RFID tag reader/interrogator:
 	
   a. When no LEDs are illuminated?
 	
   b. When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package)				

ADDITIONAL COMMENTS

8.3.1 AACG/Other Designated Support Element

8.3.2 Marshaling Area Control Element

8.3.3 Contractor

8.4 Movement of Unit Soldiers through the APOD				
	YES	NO	N/A	COMMENTS
8.4.1 ITV Movement Reporting Requirements				
1. Does the Theater ITV Plan or ASCC require ITV movement reporting to GTN for unit soldiers arriving at the APOD? (Note: The DOD AIT Implementation Plan requires reporting to GTN within one hour of the movement event for unit soldiers arriving at the APOD.)				
2. Does the Theater ITV Plan or ASCC require ITV movement reporting to GTN for unit soldiers departing the APOD? (Note: The DOD AIT Implementation Plan requires reporting to GTN within one hour of the movement event for unit soldiers departing the APOD.)				
8.4.2 Processing Unit Soldiers through the APOD				
1. At the APOD: a. Do designated personnel from the TALCE/port operator use GATES/RGATES/GDSS or other AISs (such as CMOS) to report the arrival of the airlift aircraft to GTN? (Note: Passenger manifest information should already be present in the GTN database as a result of GTN reporting made at the APOE.) b. Which organization (TALCE or port operator) accomplishes this ITV movement reporting? c. Is this ITV movement reporting of aircraft arrival				

8.4 Movement of Unit Soldiers through the APOD				
	YES	**NO**	**N/A**	**COMMENTS**
to GTN being made within one hour of the event?				
2. After unit soldiers have disembarked from the aircraft at the APOD, do designated personnel from the TALCE/port operator turn control of the passengers over to the AACG/other designated support element?				

3. Do the unit soldiers:
 	
    a. Proceed directly from the APOD to the TSB or other theater destination?
 	
    b. Process through a passenger holding area at or near the APOD before onward movement into the theater of operations?				

If answer to question 3 is "a" proceed to question 4 in this sub-section. If answer to question 1 is "b" proceed to question 5 in this sub-section.				

4. For those unit soldiers proceeding directly from the APOD to the TSB or other theater destination:
 	
    a. Do personnel from the AACG/other designated support element scan the Smart Cards of the off loaded unit soldiers?
 	
    b. Do personnel from the AACG/other designated support element input the scanned Smart Card data into TC-AIMS II to produce a passenger file?
 	
    c. Do personnel from the AACG/other designated support element provide the passenger file to the MCT or other designated movement organization so onward transportation can be arranged?
 	
    d. Do personnel from the MCT or other designated movement organization input the passenger data into TC-AIMS II and use the data to determine bus requirements, develop bus schedules, and produce bus manifests (if deemed necessary)?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

Proceed to question 6 in this sub-section.				
5. For unit soldiers who will process through a passenger holding area at or near the APOD before				

8.4 Movement of Unit Soldiers through the APOD				
	YES	**NO**	**N/A**	**COMMENTS**

onward movement into the theater of operations:
 	
    a. Do personnel from the AACG/other designated support element scan the soldiers' Smart Cards when the unit soldiers arrive at the passenger holding area?
 	
    b. Do personnel from the AACG/other designated support element input the scanned Smart Card data into TC-AIMS II to produce a passenger file?
 	
     c. Do personnel from the AACG/other designated support element provide the passenger file to the MCT or other designated movement organization?
 	
    d. Do personnel from the MCT or other designated movement organization input the passenger data into TC-AIMS II and use the data to determine bus requirements, develop bus schedules, and produce bus manifests (if deemed necessary)?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

6. If a soldier needs a Smart Card created because his/her card was damaged or lost during the deployment to the APOD, do personnel from the AACG/other designated support element create a new one if requested to do so by the deploying unit?				
8.4.3 ITV Departure Reporting for Unit Soldiers				

1. For unit soldiers departing the APOD for the TSB or other locations in the theater of operations:
 	
    a. Do personnel from the AACG/other designated support element or MCT scan the Smart Cards of unit soldiers when they board transportation conveyances that are departing the APOD? (Note: This scan allows for internal accountability of unit soldiers who depart the passenger holding area or other areas within the APOD as well as providing data that can be input to TC-AIMS II for passing to GTN. This scanning procedure will also account for soldiers who will be driving or flying unit equipment to the TSB.)
 	
    b. Do personnel from the AACG/other designated				

8.4 Movement of Unit Soldiers through the APOD				
	YES	NO	N/A	COMMENTS
support element or MCT report ITV movement data to GTN for the departing passengers?				
c. If ITV movement reporting is accomplished by personnel from the AACG/other designated support element or MCT, is the ITV movement data reported to GTN within one hour of the unit departure event?				
d. Do personnel from the AACG/other designated support element or MCT pass ITV movement data to GTN using TC-AIMS II? Which organization (AACG/other designated support element or MCT) accomplishes each of these actions? (Note: An agreement needs to be reached prior to operations concerning which organization [AACG, other designated support element, or MCT] will accomplish ITV movement reporting.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

ADDITIONAL COMMENTS

8.4.1 ITV Movement Reporting Requirements

8.4.2 Processing Unit Soldiers through the APOD

8.4.3 ITV Departure Reporting for Unit Soldiers

8.5 Movement of Unit Equipment and Cargo through the APOD				
	YES	NO	N/A	COMMENTS
8.5.1 ITV Movement Reporting Requirements				
1. Does the Theater ITV Plan or ASCC require ITV movement reporting to GTN for unit equipment and				

8.5 Movement of Unit Equipment and Cargo through the APOD				
	YES	**NO**	**N/A**	**COMMENTS**
cargo arriving at the APOD? (Note: The DOD AIT Implementation Plan requires reporting to GTN within one hour of the movement event for unit equipment and cargo arriving at the APOD.)				
2. Does the Theater ITV Plan or ASCC require ITV movement reporting to GTN for unit equipment and cargo items departing the APOD? (Note: The DOD AIT Implementation Plan requires reporting to GTN within one hour of the movement event for unit equipment and cargo departing the APOD.)				
8.5.2 Processing Unit Equipment and Cargo by the TALCE/Port Operator				

1. At the APOD:
 	
    a. Do designated personnel from the TALCE/port operator use GATES/RGATES or other AISs (such as CMOS) to report the arrival of the airlift aircraft to GTN?   (Note: Cargo manifest information should already be present in the GTN database as a result of GTN reporting made at the APOE.)
 	
    b. Is this ITV movement reporting of aircraft arrival to GTN being made within one hour of the event?				

2. After unit equipment, vehicles, rolling stock, containers, and 463L pallets have been downloaded from the aircraft at the APOD, do designated personnel from the TALCE/port operator:
 	
    a. Scan the MSLs that are affixed to all unit equipment and cargo after the equipment and cargo items have been downloaded from the aircraft? (Note: This action, if accomplished, is performed for internal control purposes.)
 	
    b. Input the scanned unit equipment and cargo data into GATES/RGATES/CMOS? (Note: This action, if accomplished, is performed for internal control purposes.)
 	
    c. Turn control of the unit equipment and cargo over to the AACG/other designated support element after all unit equipment and cargo items have been accounted for?				

8.5 Movement of Unit Equipment and Cargo through the APOD				
	YES	**NO**	**N/A**	**COMMENTS**
(Note: Above tasks are typical tasks that may or may not be tasked to the TALCE/port operator to accomplish.)				
8.5.3 Processing Unit Equipment and Cargo at the Equipment Holding Area				

1. After the unit equipment and cargo have been turned over to the AACG/other designated support element, do personnel from the AACG/other designated support element:
 	
    a. Take control of the unit equipment, vehicles, rolling stock, containers, and 463L pallets before the items are moved to the equipment holding area? (Note: The equipment holding area is usually in close proximity of the aircraft off loading location at the APOD and may be separated into several distinct parts such as a helicopter assembly area, equipment holding location, and 463L pallet holding/reconfiguration area).
 	
    b. Scan the MSLs that are affixed to unit equipment and cargo and input the data into TC-AIMS II as the equipment and cargo items move into the equipment holding area? (Note: This action establishes a database that can be used for accountability and internal control at the equipment holding area.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
    c. Spot check RFID tag batteries to ensure improperly charged batteries are identified? (Note: If tasked to perform battery checks, manpower augmentation may be required so this task can be accomplished properly. This task should be done in coordination with the deploying unit. A supply of serviceable RFID tag batteries will also be required. Number of on-hand batteries should be based on historical deployment data.)
 	
    d. Identify any RFID tag discrepancies or damaged or incorrect MSLs to designated personnel from the deploying unit so corrective actions can be made?
 	
    e. Assist the deploying unit in correcting MSL and				

8.5 Movement of Unit Equipment and Cargo through the APOD				
	YES	**NO**	**N/A**	**COMMENTS**
RFID tag discrepancies? (Note: Above tasks are typical tasks that may or may not be tasked to the AACG/other designated support element to accomplish at the equipment holding area at the APOD.)				
2. Are fixed or mobile RFID tag readers/interrogators located at the entrance to the equipment holding area at the APOD?				
If answer to question 2 is NO, proceed to question 5 in this sub-section. If answer to question 2 is YES, proceed to question 3 in this sub-section.				

3. If fixed or mobile RFID tag readers/interrogators are located at the entrance to the equipment holding area:
 	
    a. Are all RFID tags that are attached to unit equipment and cargo items being interrogated when the equipment and cargo items enter the equipment holding area?
 	
    b. Is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server automatically?				

4. Does the CONUS/Regional ITV Server pass the interrogated RFID tag data to GTN and JTAV expeditiously? (Note: Unit ITV movement data should be visible in GTN within one hour of the event.)				
8.5.4 Processing Unit Equipment and Cargo at the Marshaling Area				
1. Is a marshaling area established at the APOD?				
If answer to question 1 is NO, proceed to sub-section 8.5.5. If answer to question 1 is YES, continue on in this sub-section.				

2. If fixed or mobile RFID tag readers/interrogators are located at the entrance to the marshaling:
 	
    a. Are all RFID tags that are attached to unit equipment and cargo items being interrogated when the equipment and cargo items enter the marshaling area?
 	
    b. Is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server automatically?				

8.5 Movement of Unit Equipment and Cargo through the APOD				
	YES	**NO**	**N/A**	**COMMENTS**
3. Does the CONUS/Regional ITV Server pass the interrogated RFID tag data to GTN and JTAV expeditiously? (Note: Unit ITV movement data should be visible in GTN within one hour of the event.)				

4. When unit equipment and cargo items depart the equipment holding area and arrive at the marshaling area, do designated personnel from the marshaling area control element:
 	
    a. Scan the MSLs that are affixed to arriving unit equipment and cargo? (Note: This action is for internal marshaling area accountability purposes.)
 	
    b. Assist the deploying unit in correcting any MSL, bar code, or RFID tag discrepancies that still require fixing if requested to do so by the deploying unit?				

8.5.5 Correction of RFID Tags and MSLs Prior to Departing APOD				
Before the deploying unit departs the APOD, action should be taken to correct deficient MSLs and RFID tags that were identified in the equipment holding area or marshaling area. Following evaluation questions are applicable.				

1. If new or replacement MSLs need to be created, do designated personnel from the deploying unit:
 	
    a. Create replacement MSLs for those that were damaged during deployment to the APOD?
 	
    b. Request assistance from the AACG/other designated support element or marshaling area control element if help in creation of MSLs is needed?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

2. If unit equipment and cargo items have to be reconfigured, do designated personnel from the deploying unit: a. Create new MSLs for the reconfigured equipment and cargo items?				

8.5 Movement of Unit Equipment and Cargo through the APOD				
	YES	NO	N/A	COMMENTS

b. Write new RFID tags for the reconfigured equipment and cargo items if required?
 	
   c. Input necessary reconfigured equipment and cargo data into TC-AIMS II?
 	
   d. Coordinate with the AACG/other designated support element or marshaling area control element to ensure that the reconfigured equipment and cargo data gets passed to GTN?
 	
   e. Request assistance from the AACG/other designated support element or marshaling area control element if help in producing MSLs or RFID tags is needed?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

3. If a new or replacement RFID tag needs to be written, do designated personnel from the deploying unit:
 	
   a. Write new or replacement RFID tags for the applicable equipment and cargo items before the items depart the APOD? (Note: If a replacement RFID tag requires writing, then the deploying unit should have the data available in the TC-AIMS II UDL database. *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
   b. Ensure all damaged tags are deactivated/ "powered down" if damaged tags are replaced?
 	
   c. Request assistance from the AACG/other designated support element or marshaling area control element if help in writing RFID tags is needed?				

4. Are designated personnel from the deploying unit deactivating the RFID tag batteries under the following circumstances? a. If unit equipment and cargo items are				

8.5 Movement of Unit Equipment and Cargo through the APOD				
	YES	**NO**	**N/A**	**COMMENTS**
downloaded from a 463L pallet and the original RFID tag is removed because it is no longer needed?

    b. If unit equipment and cargo items are reconfigured and the original tag is no longer needed?

    c. If the decision is made not to use RFID tags to track unit equipment and cargo beyond this point (APOD) in the force projection process? | | | | |
| 5. Are RFID tag batteries replaced as necessary? (Note: If batteries are required, the deploying unit should contact the AACG/other designated support element at the equipment holding area.) | | | | |
| **8.5.6 Arrangement of Onward Movement** | | | | |
| 1. If CULT vehicles are needed to move unit equipment and cargo items from the APOD, do personnel from the AACG/other designated support element or marshaling area control element:

     a. Coordinate with the deploying unit regarding the movement requirement?

    b. Coordinate with the MCT or other designated movement organization regarding the movement requirement?

    c. Pass TC-AIMS II formatted unit equipment and cargo movement data to the MCT or other designated movement organization? *(TC-AIMS II Question. See paragraph 4b   at beginning of this document for instructions on answering TC-AIMS II questions.)* | | | | |
| **8.5.7 ITV Departure Reporting for Unit Equipment and Cargo** | | | | |
| **8.5.7.1 Departure Routing from APOD** | | | | |
| 1. Do unit equipment and cargo items depart for the TSB or other theater destinations:

    a. Directly from the equipment holding area at the APOD without processing through a marshaling area?

    b. From the marshaling area at the APOD? | | | | |
| If answer to question 1 is "a" proceed to sub-section 8.5.7.2. If answer to question 1 is "b" proceed to sub- | | | | |

8.5 Movement of Unit Equipment and Cargo through the APOD				
	YES	**NO**	**N/A**	**COMMENTS**
section 8.5.7.3.				
8.5.7.2 Unit Equipment and Cargo Departing from the Equipment Holding Area				
1. Are fixed or mobile RFID tag readers/interrogators located at the equipment holding area departure gates?				
If answer to question 1 is YES, proceed to question 2 in this sub-section. If answer to question 1 is NO, proceed to question 4 in this sub-section.				

2. When the unit equipment and cargo items depart the equipment holding area:
 	
    a. Are the RFID tags that are attached to the unit equipment and cargo items being interrogated?
 	
    b. Is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server automatically?				

3. Does the CONUS/Regional ITV Server pass the interrogated RFID tag data to GTN and JTAV expeditiously? (Note: Unit ITV movement data should be visible in GTN within one hour of the departure event.)				

4. When unit equipment and cargo items depart the equipment holding area for the TSB or other theater destinations, do personnel from the AACG/other designated support element:
 	
    a. Scan the MSLs that are affixed to the unit equipment and cargo?
 	
    b. Input the scanned MSL data into TC-AIMS?
 	
    c. Report the ITV movement data to GTN within one hour of the unit departure event?   Specify whether TC-AIMS II is used.
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

Proceed to sub-section 8.6.				
8.5.7.3 Unit Equipment and Cargo Departing from the Marshaling Area				
1. Are fixed or mobile RFID tag readers/interrogators				

8.5 Movement of Unit Equipment and Cargo through the APOD				
	YES	NO	N/A	COMMENTS
located at the marshaling area departure gates?				
If answer to question 1 is YES, proceed to question 2 in this sub-section. If answer to question 1 is NO proceed to question 4 in this sub-section.				

2. When the unit equipment and cargo items pass by the RFID tag readers/interrogators:
 	
    a. Are all RFID tags that are attached to the unit equipment and cargo items being interrogated?
 	
    b. Is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server automatically?				

3. Does the CONUS/Regional ITV Server pass the interrogated RFID tag data to GTN and JTAV expeditiously? (Note: Unit ITV movement data should be visible in GTN within one hour of the departure event.)				

4. When unit equipment and cargo items depart the marshaling area for the TSB or other theater destinations, do designated personnel from the marshaling area control element:
 	
    a. Scan the MSLs that are affixed to the unit equipment and cargo?
 	
    b. Input the scanned MSL data into TC-AIMS II? (Note: If marshaling area control element does not have TC-AIMS II then the scanned MSL data may have to be provided to the ASG for input to TC-AIMS II.)
 	
    c. Pass the ITV movement data to GTN within one hour of the unit departure event? Specify whether TC-AIMS II is used. (Note: If marshaling area control element does not have TC-AIMS II then the ASG may have to accomplish this reporting.)
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

ADDITIONAL COMMENTS

8.5.1 ITV Movement Reporting Requirements
8.5.2 Processing Unit Equipment and Cargo by the TALCE/Air Force Element
8.5.3 Processing Unit Equipment and Cargo at the Equipment Holding Area
8.5.4 Processing Unit Equipment and Cargo at the Marshaling Area
8.5.5 Correction of RFID Tags and MSLs Prior to Departing APOD
8.5.6 Arrangement of Onward Movement
8.5.7 ITV Departure Reporting for Unit Equipment and Cargo
8.5.7.1 Departure Routing from APOD
8.5.7.2 Unit Equipment and Cargo Departing from the Equipment Holding Area
8.5.7.3 Unit Equipment and Cargo Departing from the Marshaling Area

8.6 Air-to-Air Interface at the APOD		NO		COMMENTS
1. Is an air-to-air interface established at the APOD?				
If answer to question 1 is NO, proceed to sub-section				

8.6 Air-to-Air Interface at the APOD				
	YES	**NO**	**N/A**	**COMMENTS**
8.7. If answer to question 1 is YES, continue on in this sub-section.				

2. For unit equipment and cargo arriving at and departing from the airfield via an air-to-air interface:
 	
    a. Are the MSLs for the unit equipment and cargo items scanned after they arrive at the airfield?
 	
    b. Do the RFID tagged equipment and cargo items pass by an RFID tag reader/interrogator during processing?
 	
    c. Are the RFID tags being interrogated and is the tag data being sent to the appropriate CONUS/Regional Server automatically?
 	
    d. Are the unit equipment and cargo items manifested before the items depart the airfield?
 	
    e. Is ITV movement data captured and reported to GTN within one hour after the unit equipment and cargo items depart the airfield?				

3. For unit soldiers arriving at and departing from the airfield via an air-to-air interface:
 	
    a. Are the Smart Cards for the unit soldiers scanned after they arrive at the APOD?
 	
    b. Are the unit soldiers manifested before the items depart the airfield? Specify whether TC-AIMS II or GATES/RGATES/CMOS is used.				

ADDITIONAL COMMENTS				

8.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the APOD				
	YES		**N/A**	
If evaluating deploying unit, then proceed to sub-section 8.7.1. If evaluating AACG/other designated support element, then proceed to sub-section 8.7.2. If evaluating				

8.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the APOD				
	YES	**NO**	**N/A**	**COMMENTS**
marshaling area control element, then proceed to sub-section 8.7.3.				
8.7.1 Deploying Unit				

1. If replacement or new RFID tags need to be written after unit equipment and cargo items arrive at the APOD by designated personnel from the deploying unit, do they write the tags using one or both of the following two methods:
 	
   a. "Drag and drop" method where items are copied from a unit equipment file and pasted to the tag manifest?
 	
   b. Scanning method where the HHI/mobile reader is used to scan the linear bar code labels/MSLs of cargo items as the items are loaded into containers? (Note: Packing lists can also be created from the scanned bar codes/MSLs.)
 	
(Source: TIPS Users Manual)				

2. If designated personnel from the deploying unit write a replacement or new RFID tag after the unit equipment and cargo items arrive at the APOD, do they input unit move related data to the Unit Move portion of the tag? (Note: This will allow unit move queries to be made against the tag data.) (Source: Lessons Learned, 2nd ACR Redeployment from Bosnia – 1998)				

3. When a replacement RFID tag needs to be written by designated personnel from the deploying unit, do they:
 	
   a. Deactivate/"power down" damaged tags if damaged tags are replaced with new tags?
 	
   b. Cross-reference the new tag number to the old tag number in the "Remarks" section of the replacement tag if the new tag was written to replace a damaged tag?				

4. If designated personnel from the deploying unit use the docking station/interrogator to write a replacement or new RFID tag, do they:				

8.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the APOD				
	YES	NO	N/A	COMMENTS
a. Verify the accuracy of the tag data by displaying and reading the data?				
b. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
5. If a replacement or new RFID tag is written using the HHI by designated personnel from the deploying unit, do they: a. Verify the accuracy of the tag data by displaying and reading the data? b. Download the written tag data from the HHI to TC-AIMS II? c. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
6. Do designated personnel from the deploying unit deactivate/"power down" RFID tags when: a. A damaged tag is replaced? b. Equipment and cargo items are downloaded from a 463L pallet and the original RFID tag is removed from the pallet because it is no longer needed? c. Equipment and cargo items are reconfigured and the original RFID tag is no longer needed? d. A decision is made not to use RFID tags to track unit equipment and cargo beyond the APOD?				
7. If necessary, are updated MSLs created by designated personnel from the deploying unit when a new or replacement RFID tag is written? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II*				

8.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the APOD				
	YES	**NO**	**N/A**	**COMMENTS**
questions.)				
8. If a replacement or new bar code label/MSL needs to be created, do designated personnel from the deploying unit successfully use the label maker to produce the necessary labels? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
8.7.2 AACG/Other Designated Support Element				

1. In the event that the deploying unit does not have the capability or requires assistance in producing new/ replacement RFID tags, MSLs, or Smart Cards after it reaches the APOD, has the AACG/other designated support element been tasked by the TSC or ASCC to produce:
 	
   a. RFID tags?
 	
   b. MSLs?
 	
   c. Smart Cards?				

If all answers to question 1 are NO, proceed to sub-section 8.7.3. If there are YES answers to question 1 continue on in this sub-section.				

2. If replacement or new RFID tags need to be written after unit equipment and cargo items arrive at the APOD by personnel from the AACG/other designated support element, do they write the tags using one or both of the following two methods:
 	
   a. "Drag and drop" method where items are copied from a unit equipment file and pasted to the tag manifest?
 	
   b. Scanning method where the HHI/mobile reader is used to scan the linear bar code labels/MSLs of cargo items as the items are loaded into containers? (Note: Packing lists can also be created from the scanned bar codes/MSLs.)
 	
(Source: TIPS Users Manual)				

3. If replacement or new RFID tags need to be written after unit equipment and cargo items arrive at the APOD by personnel from the AACG/other designated support				

8.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the APOD				
	YES	**NO**	**N/A**	**COMMENTS**
element, do they input unit move related data to the Unit Move portion of the tag? (Note: This will allow unit move queries to be made against the tag data.) (Source: Lessons Learned, 2nd ACR Redeployment from Bosnia – 1998)				

4. If a replacement RFID tag needs to be written by personnel from the AACG/other designated support element, do they:
 	
    a. Deactivate/"power down" any damaged tags if damaged tags are replaced?
 	
    b. Cross-reference the new tag number to the old tag number in the "Remarks" section of the replacement tag if the new tag was written to replace a damaged tag?				

5. If designated personnel from the AACG/other designated support element use the docking station/ interrogator to write a replacement or new RFID tag, do they:
 	
    a. Verify the accuracy of the tag data by displaying and reading the data?
 	
    b. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

6. If personnel from the AACG/other designated support element use the HHI to write a replacement or new RFID tag, do they:
 	
    a. Verify the accuracy of the tag data by displaying and reading the data?
 	
    b. Download the written tag data from the HHI to TC-AIMS II?
 	
    c. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server?
 	
    (TC-AIMS II Question. See paragraph 4b at beginning				

8.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the APOD				
	YES	**NO**	**N/A**	**COMMENTS**
of this document for instructions on answering TC-AIMS II questions.)				

7. If a replacement or new RFID tag is written by personnel from the AACG/other designated support element, do they deactivate/"power down" RFID tags at the APOD when:
 	
  a. A damaged tag is replaced?
 	
  b. Equipment and cargo items are downloaded from a 463L pallet and the original RFID tag is removed from the pallet because it is no longer needed?
 	
  c. Equipment and cargo items are reconfigured and the original RFID tag is no longer needed?
 	
  d. A decision is made not to use RFID tags to track unit equipment and cargo beyond the APOD?				

8. If Smart Cards need to be created for deploying soldiers by personnel from the AACG/other designated support element, do they input unit related data to the Smart Card so unit move related queries can be made against the Smart Card database? (Note: For example, unit related data such as UIC, ULN, unit name, and exercise name or operation name can be entered on the card. This unit related data is in addition to the personal soldier data.) (Source: Lessons Learned 2nd ACR Redeployment from Bosnia – 1998)				
9. If Smart Cards need to be created for deploying soldiers by personnel from the AACG/other designated support element, do they scan the cards after they create them to verify accuracy of the data?				
10. If necessary, are updated MSLs created by personnel from the AACG/other designated support element when a new or replacement RFID tag is written? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
11. If a replacement or new bar code label/MSL needs to be created, do personnel from the AACG/other designated support element successfully use the label maker to produce the necessary labels? *(TC-AIMS II Question. See paragraph 4b at beginning of this*				

8.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the APOD				
	YES	NO	N/A	COMMENTS
document for instructions on answering TC-AIMS II questions.)				
8.7.3 Marshaling Area Control Element				
1. Is a marshaling area established at the APOD?				
If answer to question 1 is NO, proceed to sub-section 8.8. If answer to question 1 is YES, proceed to question 2 in this sub-section.				

2. In the event that the deploying unit does not have the capability or requires assistance in producing new/ replacement RFID tags, MSLs, or Smart Cards after it reaches the APOD, has the marshaling area control element been tasked by the TSC or ASCC to produce:
 	
    a. RFID tags?
 	
    b. MSLs?
 	
    c. Smart Cards?				

If all answers to question 2 are NO, proceed to sub-section 8.8. If there are YES answers to question 2, continue on in this sub-section.				

3. If replacement or new RFID tags need to be written after equipment and cargo items arrive at the APOD by designated personnel from the marshaling area control element, do they write the tags using one or both of the following two methods:
 	
    a. "Drag and drop" method where items are copied from a unit equipment file and pasted to the tag manifest?
 	
    b. Scanning method where the HHI/mobile reader is used to scan the linear bar code labels/MSLs of cargo items as the items are loaded into containers? (Note: Packing lists can also be created from the scanned bar codes/MSLs.)
 	
(Source: TIPS Users Manual)				

4. If replacement or new RFID tags need to be written after unit equipment and cargo items arrive at the APOD by designated personnel from the marshaling area control element, do they input unit move related data to the Unit Move portion of the tag? (Note: This will allow				

8.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the APOD				
	YES	NO	N/A	COMMENTS
unit move queries to be made against the tag data.) (Source: Lessons Learned, 2nd ACR Redeployment from Bosnia – 1998)				

5. If a replacement RFID tag needs to be written by designated personnel from the marshaling area control element, do they:
 	
    a. Deactivate/"power down" any damaged tags if damaged tags are replaced?
 	
    b. Cross-reference the new tag number to the old tag number in the "Remarks" section of the replacement tag if the new tag was written to replace a damaged tag?				

6. If designated personnel from the marshaling area control element use the docking station/interrogator to write a replacement or new RFID tag, do they:
 	
    a. Verify the accuracy of the tag data by displaying and reading the data?
 	
    b. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

7. If designated personnel from the marshaling area control element use the HHI to write a replacement or new RFID tag, do they:
 	
    a. Verify the accuracy of the tag data by displaying and reading the data?
 	
    b. Download the written tag data from the HHI to TC-AIMS II?
 	
    c. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server?
 	
 (TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

8. If a replacement or new RFID tag is written by				

8.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the APOD				
	YES	NO	N/A	COMMENTS

designated personnel from the marshaling area control element, do they deactivate/"power down" RFID tags at the APOD when:
 	
    a. A damaged tag is replaced?
 	
    b. Equipment and cargo is downloaded from a 463L pallet and the original RFID tag is removed from the pallet because it is no longer needed?
 	
    c. Equipment and cargo items are reconfigured and the original RFID tag is no longer needed?
 	
    d. A decision is made not to use RFID tags to track unit equipment and cargo beyond the APOD?				

9. If Smart Cards need to be created for deploying soldiers by designated personnel from the marshaling area control element, do they input unit related data to the Smart Card so unit move related queries can be made against the Smart Card database? (Note: For example, unit related data such as UIC, ULN, unit name, and exercise name or operation name can be entered on the card. This unit related data is in addition to the personal soldier data.) (Source: Lessons Learned 2nd ACR Redeployment from Bosnia – 1998)				
10. If Smart Cards need to be created for deploying soldiers by designated personnel from the marshaling area control element, do they scan the cards after they create them to verify accuracy of the data?				
11. If necessary, are updated MSLs created by designated personnel from the marshaling area control element when a new or replacement RFID tag is written? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
12. If a replacement or new bar code label/MSL needs to be created, do designated personnel from the marshaling area control element successfully use the label maker to produce the necessary labels? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

ADDITIONAL COMMENTS

8.7.1 Deploying Unit

8.7.2 AACG/Other Designated Support Element

8.7.3 Marshaling Area Control Element

8.8 Quality Control				
	YES	**NO**	**N/A**	**COMMENTS**
1. Does aircraft arrival information appear in GTN within one hour of the aircraft arrival at the APOD?				

2. Are quality control procedures in place and being followed by the deploying unit to ensure that:
 	
    a. All applicable unit equipment and cargo items have accurate bar codes, MSLs, and/or RFID tags attached before the equipment and cargo items depart the equipment holding area/marshaling area for the TSB or other designated theater destinations?
 	
    b. All soldiers have a Smart Card in their possession before they depart the passenger processing area?				

3. Does the deploying unit seek assistance from the AACG/other designated support element or marshaling area control element (if one is established) whenever it needs assistance with accomplishing an AIT related task that is beyond its capability?				
4. Does the AACG/other designated support element or marshaling area control element (if one is established) provide help to the deploying unit when requested to provide assistance for AIT related tasks?				
5. Is interrogated ITV arrival and departure data that is obtained from passing RFID tags sent to the appropriate CONUS/Regional ITV Server automatically?				
6. Is interrogated ITV arrival and departure data that is obtained from passing RFID tags sent to GTN and JTAV expeditiously by the CONUS/Regional ITV				

8.8 Quality Control				
	YES	**NO**	**N/A**	**COMMENTS**
Server? (Note: This unit ITV movement data should be visible in GTN within one hour of the event.)				
7. Does ITV movement data get reported to GTN within one hour of the event for unit equipment and cargo items that depart from the equipment holding area/marshaling area for the TSB or other theater destinations?				
8. Does passenger related ITV movement data get reported to GTN within one hour of the event for unit soldiers that depart for the TSB or other theater destinations?				

ADDITIONAL COMMENTS

Section 9 - AIT in Reception Operations at the SPOD

9.1 SPOD AIT Integration Plans				
	YES	**NO**	**N/A**	

1. For USTRANSCOM operated SPODs, has an AIT Integration Plan been developed by USTRANSCOM and/or MTMC that specifies:
 	
   a. How and where AIT will be employed within the port complex?
 	
   b. How personnel assigned to activities such as the port operator, PSA, other designated support elements, deploying unit, and/or marshaling area control element will interact with each other within the port complex?
 	
   c. How unit equipment and cargo will be processed through the SPOD? (Note: Procedures that specify how unit equipment and cargo items will be accepted and processed into and through the port as well as where and how AIT will be used should be included.)
 	
   d. Taskings for port operator/PSA to follow in regards to assisting deploying unit with correction of MSL and RFID tag discrepancies?
 	
(Note: See sub-section 1.2 [AIT Integration Plans for the POEs and PODs] for details.)				

2. For non-USTRANSCOM operated SPODs, has an AIT Integration Plan been developed by the port operator that specifies:
 	
   a. How and where AIT will be employed within the port complex?
 	
   b. How personnel assigned to activities such as the port operator, PSA, other designated support elements, deploying unit, and/or marshaling area control element will interact with each other within the port complex?
 	
   c. How unit equipment and cargo will be processed through the SPOD? (Note: Procedures that specify how unit equipment and cargo items will be accepted and processed into and through the port as well as where and how AIT will be used should be included.)
 	
   d. Taskings for port operator/PSA to follow in				

9.1 SPOD AIT Integration Plans				
	YES	**NO**	**N/A**	**COMMENTS**
regards to assisting deploying unit with correction of MSL and RFID tag discrepancies? (Note: See sub-section 1.2 [AIT Integration Plans for the POEs and PODs] for details.)				
ADDITIONAL COMMENTS				

9.2 Installing RFID Tag Readers/Interrogators at the SPOD				
		NO	**N/A**	**COMMENTS**
1. Are RFID tag readers/interrogators positioned at designated SPOD locations so they can accurately read RFID tags for departing unit equipment and cargo? In this regard, are RFID tag readers/interrogators positioned at the: a. Highway gate? b. Rail gate? c. Barge area?				
2. Are RFID tag readers/interrogators being used to track tagged equipment and cargo within the port complex at locations such as the: a. Marshaling area? b. Staging areas? c. Other locations? (Identify in COMMENTS column.)				
If all answers to questions 1 and 2 are NO proceed to sub-section 9.3. If any answers to questions 1 or 2 are YES continue on in this sub-section.				
3. Is the RFID host computer registered with the appropriate CONUS/Regional ITV Server to allow for correct routing of ITV movement data when RFID tag data is collected? (Source: TIPS Users Manual)				

9.2 Installing RFID Tag Readers/Interrogators at the SPOD				
	YES	NO	N/A	COMMENTS
4. Are RFID tag readers/interrogators properly positioned to accurately interrogate passing RFID tags that are attached to unit vehicles, rolling stock, equipment, and containers?				
5. After RFID tags have been read by RFID tag readers/interrogators, is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server automatically?				
6. Are the RFID tag readers/interrogators positioned so there is no electro-magnetic interference caused by obstacles or high voltage equipment? (Source: PM AIT CD containing RFID Multimedia Training Package)				
7. Are the RFID tag readers/interrogators positioned high enough to accurately read tags on passing equipment, vehicles, rolling stock, and containers? (Source: PM AIT CD containing RFID Multimedia Training Package)				
8. Are RF relays being used?				
If answer to question 8 is NO, proceed to question 12 in this sub-section. If answer to question 8 is YES, proceed to question 9 in this sub-section.				
9. Are any RF relays located more than 1.5 miles apart? (Note: If the RF relays are more than 1.5 miles apart, then the signal may be lost.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
10. Are there tall buildings or hills between the RF relays and other RFID tag readers/interrogators that impede their line of sight? (Note: Obstructions may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
11. Are the RF relays too close to other RF emitting equipment (not AIT hardware) – thus causing RFID tag reading interference? (Note: Interference may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
12. Are RFID tag readers/interrogators properly set to collect tag data (time wise) so they will not inadvertently drain tag batteries? (Note: Location, function, and purpose of the RFID tag reader/ interrogator must be considered. RFID tag readers/ interrogators can be set either in a continuous or intermittent mode.) (Source: Lessons Learned, Exercise Foal Eagle 1999 Deployment)				

9.2 Installing RFID Tag Readers/Interrogators at the SPOD				
	YES	NO	N/A	COMMENTS
13. At CONUS SPODs, have the allocation and assignment of required frequencies been approved for the geographic locations where RFID devices (RFID tag readers/interrogators, modems, scanners, and tags) will be operating?				
14. At OCONUS SPODs, have the allocation and assignment of required frequencies been approved by the Host Nation for the geographic locations where RFID devices (RFID tag readers/interrogators, modems, scanners, and tags) will be operating?				

ADDITIONAL COMMENTS

9.3 Training of Personnel at the SPOD on AIT Devices				
	YES	NO	N/A	COMMENTS
If evaluating PSA/port operator, then proceed to sub-section 9.3.1. If evaluating marshaling area control element, then proceed to sub-section 9.3.2. If evaluating a contractor, then proceed to sub-section 9.3.3.				
9.3.1 PSA/Port Operator				
1. Has a PSA been established? (Note: Port operator and PSA operate in Port Staging Area. PSA may perform some or all of the tasks that are performed by the port operator.)				
If answer to question 1 is NO, proceed to sub-section 9.3.2. If answer to question 1 is YES, proceed to question 2 in this sub-section.				

2. Has the PSA/port operator been tasked by the TSC, ASCC, or MTMC to:
 	
  a. Assist the deploying unit with correcting RFID tags and MSLs?
 	
  b. Check RFID tag batteries?
 	
  c. Maintain and install satellite transponders on unit equipment or cargo or transport vehicles departing the				

9.3 Training of Personnel at the SPOD on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**
SPOD?				
If all answers to question 2 are NO, proceed to sub-section 9.3.2. If there are YES answers to question 2, continue on in this sub-section.				

3. Does the PSA/port operator have:
 	
     a. A TC-AIMS II equipped computer with appropriate RFID tag writing software? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
     b. AIT related devices such as a HHI/mobile reader, docking station, or MSL label maker?				

4. Are designated personnel from the PSA/port operator able to successfully:
 	
     a. Identify weak batteries in RFID tags?
 	
     b. Install charged/new batteries in RFID tags?
 	
     c. Deactivate/"power down" RFID tags?				

5. Are designated personnel from the PSA/port operator able to:
 	
     a. Maintain and calibrate satellite transponders?
 	
     b. Install satellite transponders on unit equipment or cargo or on the vehicles transporting these items?				

9.3.2 Marshaling Area Control Element				
1. At the SPOD, is a marshaling area established?				
If answer to question 1 is NO, proceed to sub-section 9.3.3. If answer to question 1 is YES, proceed to question 2 in this sub-section.				
2. Has the marshaling area control element been tasked by the TSC, ASCC, or other higher headquarters to: a. Write RFID tags in the event that new or replacement tags are required to support the deploying unit? (Note: The primary responsibility for writing new or replacement RFID tags rests with the deploying unit. If tasked, the marshaling area control element would provide a backup capability.)				

9.3 Training of Personnel at the SPOD on AIT Devices				
	YES	NO	N/A	COMMENTS
b. Create MSLs in the event that new or replacement MSLs are required to support the deploying unit? (Note: The primary responsibility for creating new or replacement MSLs rests with the deploying unit. If tasked, the marshaling area control element would provide a backup capability.) c. Maintain and install satellite transponders on unit equipment or cargo or transport vehicles departing the SPOD? d. Create Smart Cards for deploying soldiers whose cards were damaged or lost during deployment?				
If all answers to question 2 are NO, proceed to sub-section 9.3.3. If there are YES answers to question 2, continue on in this sub-section.				
3. Does the marshaling area control element have: a. A TC-AIMS II equipped computer with appropriate RFID tag writing software? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)* b. AIT related devices such as a HHI/mobile reader, docking station, and a label printer? c. A Smart Card producing and scanning capability?				
If all answers to question 3 are NO proceed to question 11 in this sub-section. If any answers to question 3 are YES continue on in this sub-section.				
4. Are designated personnel from the marshaling area control element able to successfully write a replacement or new RFID tag using the: a. HHI/mobile reader? b. Docking station/interrogator? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

9.3 Training of Personnel at the SPOD on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**

5. Are designated personnel from the marshaling area control element able to successfully use the HHI/mobile reader to:
 	
    a. Select a single RFID tag and review the data contained on it?
 	
    b. Collect conditional data (search for specific items) from a host of RFID tags?
 	
    c. Search for all RFID tags within range that match defined criteria?
 	
    d. Search the TC-AIMS II database for an individual RFID tag? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
    e. Search for a specific RFID tag in a storage area, staging area, marshaling area, or port complex?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

6. Are designated personnel from the marshaling area control element able to successfully use troubleshooting procedures when the HHI/mobile reader:
 	
    a. Will not turn on?
 	
    b. Immediately turns off after being turned on?
 	
    c. Beeps every 10 seconds and instrument can not be turned off?
 	
    d. Battery icon is blinking on/off?
 	
    e. Displays an invalid media type while reading the PC card?
 	
    f. Battery pack has lost its capacity to charge?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

9.3 Training of Personnel at the SPOD on AIT Devices				
	YES	NO	N/A	COMMENTS

7. Are designated personnel from the marshaling area control element able to efficiently:
 	
  a. Change the HHI's/mobile reader's battery pack?
 	
  b. Change out the PC card?
 	
  c. "Cold boot" the HHI/mobile reader?
 	
  d. Navigate the menus of the HHI/mobile reader?
 	
  e. Place the HHI/mobile reader in "storage mode?"
 	
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

8. Are designated personnel from the marshaling area control element able to successfully operate the MSL/bar code label maker? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
9. Are designated personnel from the marshaling area control element able to successfully create Smart Cards?				

10. Are designated personnel from the marshaling area control element able to:
 	
  a. Maintain and calibrate satellite transponders?
 	
  b. Install satellite transponders on unit equipment or cargo items or on the vehicles transporting these items?				

11. Are designated personnel from the marshaling area control element able to successfully:
 	
  a. Identify weak batteries in RFID tags?
 	
  b. Install charged/new batteries in RFID tags?
 	
  c. Deactivate/"power down" RFID tags?				

12. Are designated personnel from the marshaling area control element able to effectively troubleshoot the RFID tag reader/ interrogator: a. When no LEDs are illuminated?				

9.3 Training of Personnel at the SPOD on AIT Devices				
	YES	NO	N/A	COMMENTS
b. When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer? (Source: PM AIT CD containing RFID Multimedia Training Package)				
9.3.3 Contractor				
1. Have personnel been contracted to install and maintain RFID tag readers/interrogators at the SPOD?				
If answer to question 1 is NO, proceed to sub-section 9.4. If answer to question 1 is YES, proceed to question 2 in this sub-section.				
2. If contracted to do so at the SPOD, are designated contractor personnel able to effectively troubleshoot the RFID tag reader/interrogator: a. When no LEDs are illuminated? b. When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer? (Source: PM AIT CD containing RFID Multimedia Training Package)				

ADDITIONAL COMMENTS

9.3.1 PSA/Port Operator

9.3.2 Marshaling Area Control Element

9.3.3 Contractor

9.4 Movement of Unit Equipment and Cargo through the SPOD				
	YES		**N/A**	**COMMENTS**
9.4.1 ITV Movement Reporting Requirements				
1. Does the Theater ITV Plan or ASCC require ITV movement reporting to GTN for unit equipment and cargo arriving at the SPOD? (Note: The DOD AIT Implementation Plan requires reporting to GTN within one hour of the movement event for unit equipment and cargo arriving at the SPOD.)				
2. Does the Theater ITV Plan or ASCC require ITV movement reporting to GTN for unit equipment and cargo items departing the SPOD? (Note: The DOD AIT Implementation Plan requires reporting to GTN within one hour of the movement event for unit equipment and cargo departing the SPOD.)				
9.4.2 Processing of Unit Equipment and Cargo at Ship Side				
1. Do designated personnel from the PSA/port operator: a. Scan the MSLs that are affixed to unit equipment and cargo as the items are downloaded from the ship? b. Input this scanned data into WPS to verify advanced manifest information, provide internal port control information, and capture ITV movement data?				
9.4.3 Processing of Unit Equipment and Cargo at the Port Staging Area				
1. Do personnel from the PSA/port operator assist the deploying unit with correcting MSL and RFID tag discrepancies as the unit equipment and cargo moves through the port staging area? (Note: Accomplishment of this task will be dependent upon how much time is available and whether the PSA/port operator has been tasked by the ASCC, TSC, or MTMC to assist the deploying unit in correcting AIT related discrepancies.)				
2. At the port staging area, do personnel from the deploying unit and PSA/port operator share information relating to what equipment and cargo items have arrived at the SPOD, arrived at the port staging area, and departed the port staging area?				
3. If unit equipment and cargo items are reconfigured at the port staging area, do designated personnel from the deploying unit: a. Create new MSLs for the reconfigured equipment				

9.4 Movement of Unit Equipment and Cargo through the SPOD				
	YES	**NO**	**N/A**	**COMMENTS**

and cargo?
 	
    b. Create new RFID tags for the reconfigured equipment and cargo?
 	
    c. Ensure reconfigured equipment and cargo data is sent to GTN? (Note: If the deploying unit can not accomplish this action, then it must request assistance from the PSA/port operator.) Which AIS (e.g., TC-AIMS II or WPS) was used to accomplish this action?
 	
    d. Ensure RFID tag data for the reconfigured equipment and cargo is passed to the appropriate CONUS/Regional ITV Server? (Note: If the deploying unit can not accomplish this action, then it must request assistance from the PSA/port operator.)
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

4. At the port staging area, do designated personnel from the deploying unit deactivate/"power down" RFID tags under the following circumstances?
 	
    a. When unit equipment and cargo items are downloaded from a container and the original RFID tag is removed because it is no longer needed?
 	
    b. When unit equipment and cargo items are reconfigured and the original tag is no longer needed?
 	
    c. When the decision is made not to use RFID tags to track unit equipment and cargo beyond this point (SPOD) in the force projection process?
 	
    d. When damaged tags are replaced by new tags?				

5. If the Theater ITV Plan or ASCC requires satellite tracking of specific unit equipment/cargo or convoys departing the SPOD: a. Is the PSA/port operator tasked to implement this higher headquarters requirement?				

9.4 Movement of Unit Equipment and Cargo through the SPOD				
	YES	NO	N/A	COMMENTS

b. Are designated personnel from the PSA/port operator trained and equipped to install, test, and maintain satellite transponders? Which satellite tracking system is used?
 	
   c. Do designated personnel from the PSA/port operator install satellite transponders on specified unit equipment or cargo and/or on common user land transportation (CULT) vehicles moving the unit equipment/ cargo?
 	
   d. Is the satellite tracking location data reported to the appropriate CONUS/Regional ITV Server?
 	
   e. Within the CONUS/Regional ITV Server database, is the satellite tracking location data integrated with ITV data obtained from interrogated RFID tags?
 	
(Note: If the PSA/port operator is tasked to install satellite transponders, then the ASCC or TSC should be prepared to resource the port operator/PSA with trained personnel who can install and maintain transponders.)				

6. When unit equipment and cargo items are ready to leave the port staging area, do designated personnel from the PSA/port operator in coordination with the deploying unit:
 	
   a. Coordinate with the Port MCT regarding onward movement requirements?
 	
   b. Pass unit equipment and cargo movement requirements to the Port MCT.				

7. For rail moves that depart the port staging area, do designated personnel from the deploying unit or PSA/port operator create rail manifests? Which organization (deploying unit or PSA/port operator) accomplishes this action?				
8. After the rail car manifests are created at the port staging area by designated personnel from the deploying unit or PSA/port operator, do they: a. Correlate the unit equipment and cargo data with the specific rail movement?				

9.4 Movement of Unit Equipment and Cargo through the SPOD				
	YES	**NO**	**N/A**	**COMMENTS**
b. Enter the correlated unit equipment and cargo data as well as the rail movement data into an AIS? Which AIS is used? Which organization (deploying unit or PSA/port operator) accomplishes these actions?				
9.4.4 Unit Equipment and Cargo Routing at the SPOD				
1. When the unit equipment and cargo items depart the port staging area, do they travel to a marshaling area at or near the SPOD?				
If answer to question 1 is YES, proceed to sub-section 9.4.5. If answer to question 1 is NO, proceed to sub-section 9.4.6.				
9.4.5 Processing Unit Equipment and Cargo at the Marshaling Area				
1. When unit equipment and cargo items arrive at the marshaling area, do designated personnel from the marshaling area control element: a. Scan the MSLs that are affixed to the arriving unit equipment and cargo as part of the receipt process? (Note: This action is for internal marshaling area accountability.) b. Assist the deploying unit in correcting any MSL, bar code, or RFID tag discrepancies if requested to do so by the deploying unit? c. Send required equipment and cargo data relating to new MSLs that were created at the SPOD to GTN if personnel from the deploying unit or PSA/port operator were unable to send the data? (Note: If the marshaling area control element does not have TC-AIMS II, then it will have to obtain assistance from the ASG.) d. Send required equipment and cargo data relating to new/replacement RFID tags that were written at the SPOD to the appropriate CONUS/Regional ITV Server if personnel from the deploying unit or PSA/port operator were unable to send the data? (Note: If the marshaling area control element does not have TC-				

9.4 Movement of Unit Equipment and Cargo through the SPOD				
	YES	NO	N/A	COMMENTS
AIMS II, then it will have to obtain assistance from the ASG.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

2. If a new or replacement RFID tag needs to be written at the marshaling area, do designated personnel from the deploying unit:
 	
    a. Write new or replacement RFID tags for the applicable equipment and cargo items before the items depart the marshaling area? (Note: If a replacement RFID tag requires writing, then the deploying unit should have the data available in the TC-AIMS II UDL database.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
    b. Replace RFID tag batteries as necessary?
 	
    c. Request assistance from the marshaling area control element if assistance is required for writing RFID tags?				

3. If applicable RFID tags were not deactivated/ "powered down" at the port staging area, do personnel from the deploying unit or marshaling area control element deactivate/"power down" the RFID tags under the following circumstances?
 	
    a. When unit equipment and cargo items are downloaded from a container and the original RFID tag is removed because it is no longer needed?
 	
    b. When unit equipment and cargo items are reconfigured and the original tag is no longer needed?
 	
    c. When the decision is made not to use RFID tags to track unit equipment and cargo beyond this point (SPOD) in the force projection process?
 	
    d. When damaged tags are replaced by new tags?				

4. For rail moves that depart from the marshaling area,				

9.4 Movement of Unit Equipment and Cargo through the SPOD				
	YES	NO	N/A	COMMENTS
do designated personnel from the deploying unit or marshaling area control element use TC-AIMS II to create rail car manifests? Which organization (deploying unit or marshaling area control element) accomplishes this action? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

5. After the rail car manifests are created at the marshaling area by designated personnel from the deploying unit or marshaling area control element, do they:
 	
    a. Correlate the unit equipment and cargo data with the specific rail movement?
 	
    b. Enter the correlated equipment and cargo data as well as the rail movement data into TC-AIMS II? (Note: The marshaling area control element may have to obtain assistance from the TSC if this task can not be accomplished at the SPOD.)
 	
Which organization (deploying unit or marshaling area control element) accomplishes these actions?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

6. At the marshaling area, do personnel from the deploying unit and marshaling area control element share information relating to what equipment and cargo have arrived at and departed from the marshaling area?				
9.4.6 ITV Departure Reporting for Unit Equipment and Cargo				

1. Are fixed or mobile RFID tag readers/interrogators located at SPOD departure gates such as the:
 	
    a. Highway gate?
 	
    b. Rail gate?
 	
    c. Barge area?				

If all of the answers to question 1 are NO proceed to question 4 in this sub-section. If any answers to				

9.4 Movement of Unit Equipment and Cargo through the SPOD				
	YES	**NO**	**N/A**	**COMMENTS**
question 1 are YES continue on in this sub-section.				
2. If fixed or mobile RFID tag readers/interrogators are located at the various SPOD departure gates, are: a. All RFID tags that are attached to unit equipment and cargo items being interrogated when the items depart the SPOD for the TSB/other theater destinations? b. Is the interrogated RFID tag data being passed to the appropriate CONUS/Regional ITV Server automatically?				
3. Does the CONUS/Regional ITV Server pass the interrogated RFID tag data to GTN and JTAV expeditiously? (Note: ITV movement data should be visible in GTN within one hour of the departure event.)				
4. When unit equipment and cargo items depart the SPOD for the TSB/other theater destinations, do designated personnel from the PSA/operator or marshaling area control element: a. Scan the MSLs that are affixed to the departing unit equipment and cargo? b. Input the scanned MSL data into TC-AIMS II or WPS? c. Report the unit ITV movement data to GTN within one hour of the event? Which organization (PSA or marshaling area control element) accomplishes each of these tasks? What AIS is used to accomplish each task?				
5. For rail movements departing the SPOD, do designated personnel from the PSA/port operator or marshaling area control element pass appropriate ITV rail movement data to GTN within one hour of the unit departure event? Which organization (PSA/port operator or marshaling area control element) accomplishes this task? Which AIS (TC-AIMS II or WPS) is used to accomplish each task?				
6. When unit equipment and vehicles are formed into convoys for departure from the SPOD, do designated personnel from the deploying unit, PSA/port operator,				

9.4 Movement of Unit Equipment and Cargo through the SPOD				
	YES	**NO**	**N/A**	**COMMENTS**

or marshaling area control element:
 	
    a. Scan the MSLs that are affixed to the unit equipment and cargo items?
 	
    b. Correlate the equipment and cargo data to a specific convoy control number?
 	
    c. Enter the correlated equipment and cargo data as well as the convoy movement data into TC-AIMS II or WPS?
 	
    d. Report the ITV movement data to GTN within one hour after the convoy departs the SPOD?
 	
    e. Correlate any RFID tags that are on equipment, vehicles or containers in the convoy to the appropriate satellite transponder (if one is used to track the convoy)?
 	
Which organization (deploying unit, PSA/port operator, or marshaling area control element) accomplishes each of these actions?
 	
What AIS is used to accomplish each task?				

ADDITIONAL COMMENTS

9.4.1 ITV Movement Reporting Requirements

9.4.2 Processing of Unit Equipment and Cargo at Ship Side

9.4.3 Processing Unit Equipment and Cargo at the Port Staging Area

9.4.4 Unit Equipment and Cargo Routing at the SPOD

9.4.5 Processing Unit Equipment and Cargo at the Marshaling Area

9.4.6 ITV Departure Reporting for Unit Equipment and Cargo

9.5 Sea-to-Air Interface				
	YES	NO		COMMENTS
1. Is there a sea-to-air interface at the SPOD?				
If answer to question 1 is NO, proceed to sub-section 9.6. If answer to question 1 is YES, continue on in this sub-section.				
2. For unit equipment and cargo arriving at and departing from the SPOD via a sea-to-air interface: a. Are the MSLs for the unit equipment and cargo items scanned after they arrive at the SPOD and are offloaded from the ship? b. Do the RFID tagged equipment and cargo items pass by an RFID tag reader/interrogator during processing? c. Are the RFID tags being interrogated and is the tag data being sent to the appropriate CONUS/Regional Server? d. Are the unit equipment and cargo items manifested for air movement before the items depart the airfield at or near the SPOD? e. Is ITV movement data captured and reported to GTN within one hour after the unit equipment and cargo items depart the airfield? What AIS is used?				
3. At the sea-to-air offload airfield, is ITV data for arriving unit equipment and cargo items captured the same as if they were arriving at and processing through an APOD? (Note: See Section 8.)				

ADDITIONAL COMMENTS

9.6 APS-3 Equipment Processing				
		NO	N/A	COMMENTS
9.6.1 Receipt of APS-3 Equipment/Stocks and Creation of AIT Devices				
1. Is APS-3 equipment processed at the SPOD? (Note: After APS-3 equipment /stocks are downloaded at the SPOD by the port operator/PSA, the APS-3 equipment is moved to a designated port holding area.)				
If answer to question 1 is NO, proceed to sub-section 9.7. If answer to question 1 is YES, continue on in this sub-section.				

2. After the APS-3 equipment/stocks are downloaded from the pre-positioned ship, does the port operator/PSA:
 	
    a. Scan the MSLs?
 	
    b. Input the scanned data into WPS?				

3. Does the Theater ITV Plan or ASCC require that before APS-3 equipment departs the SPOD:
 	
    a. RFID tags be mounted on the equipment?
 	
    b. MSLs be affixed to the equipment?
 	
    c. Satellite transponders be installed on the equipment?				

4. Does the Theater ITV Plan or ASCC designate:
 	
    a. The organization/activity (deploying unit, port operator/PSA, or other designated support element) that is responsible for:
 	
        (1) Writing RFID tags and mounting the tags on APS-3 equipment before the equipment departs the SPOD?
 	
        (2) Creating MSLs and affixing them on APS-3 equipment/stocks before the equipment/stocks depart				

9.6 APS-3 Equipment Processing				
	YES	NO	N/A	COMMENTS

the SPOD?
 	
    (3) Preparing satellite transponders and installing them on APS-3 equipment before the equipment departs the SPOD?
 	
  b. Where the above actions will be accomplished?
 	
  c. When the above actions will be accomplished?
 	
  d. What organization is responsible for providing RFID tags?				

5. Were RFID tags written and mounted on APS-3 equipment prior to the arrival of the deploying unit at the SPOD? What activity or organization accomplished this action? What AIS was used?				
6. Were MSLs created and affixed on APS-3 equipment/stocks prior to the arrival of the deploying unit at the SPOD? What activity or organization accomplished this action? What AIS was used?				

7. When APS-3 equipment is off loaded and moved to a designated port holding area controlled by AMC-LSE, do AMC-LSE personnel:
 	
  a. Scan the equipment bar code labels at the designated port holding area in order to gain accountability of the equipment?
 	
  b. Scan the APS-3 equipment bar code labels as the equipment passes through the JI, system configuration, and maintenance quality assurance stations at the designated port holding area?
 	
  c. Correct any defective bar code labels during processing at the designated port holding area? (Note: This action should be accomplished before the APS-3 equipment is turned over to the deploying unit.)				

8. If RFID tags were written prior to the arrival of the deploying unit at the SPOD, do designated personnel from the deploying unit activate the tag batteries when they accept possession of the APS-3 equipment?				
9. If no RFID tags were written for the APS-3 equipment prior to the arrival of the deploying unit and the Theater ITV Plan or ASCC requires that tags be				

9.6 APS-3 Equipment Processing				
	YES	**NO**	**N/A**	**COMMENTS**

written and mounted on the APS-3 equipment prior to departure from the SPOD:
 	
    a. Are RFID tags written and mounted on the APS-3 equipment items?   What organization (deploying unit, port operator/PSA, or other designated support element) accomplishes this action?
 	
    b. Are the RFID tags written and mounted:
 	
        (1) During AMC-LSE processing?
 	
        (2) As a separate action?
 	
        (3) Prior to turnover of equipment to deploying unit?
 	
    c. What AIS was used to write RFID tags?
 	
    d. Where did the RFID tags come from?				

10. After RFID tags are written for the APS-3 equipment/stocks at the SPOD, is the tag data exported to the appropriate CONUS/Regional ITV Server? What organization performs this action? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

11. If no MSLs were created and affixed on the APS-3 equipment prior to the arrival of the deploying unit and the Theater ITV Plan or ASCC requires that MSLs be affixed on the APS-3 prior to departure from the SPOD:
 	
    a. Are MSLs created and affixed on the APS-3 equipment items? What organization accomplishes this action (deploying unit, port operator/PSA, or other designated support element)?
 	
    b. Are the MSLs created and affixed:
 	
        (1) During AMC-LSE processing?
 	
        (2) As a separate action?
 	
        (3) Prior to turnover of equipment to deploying				

9.6 APS-3 Equipment Processing				
	YES	**NO**	**N/A**	**COMMENTS**
unit? c. What AIS was used to create the MSLs?				
12. If the Theater ITV Plan or ASCC requires that satellite transponders be installed on APS-3 equipment before the equipment departs the SPOD, are satellite transponders prepared and installed on the APS-3 equipment items? What organization (deploying unit, port operator/PSA, or other designated support element) prepares and installs the transponders?				

13. After the deploying unit gains possession of the APS-3 equipment, do designated personnel from the deploying unit:
 	
     a. Scan the MSLs that are affixed to the APS-3 equipment items?
 	
     b. Input the scanned MSL data for the APS-3 equipment into TC-AIMS II? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

9.6.2 Capturing ITV Arrival Data				
1. Does the Theater ITV Plan or ASCC require that ITV movement data for APS-3 equipment/stocks be reported to GTN after the equipment/stocks have been offloaded from the pre-positioned ship?				
If answer to question 1 is NO proceed to sub-section 9.6.3. If answer to question 1 is YES continue on in this sub-section.				
2. If the Theater ITV Plan or ASCC requires that movement data for APS-3 equipment/stocks be reported to GTN after the equipment/stocks have been offloaded from the pre-positioned ship, does the port operator/PSA perform this reporting to GTN using WPS?				
3. Are RFID tag readers/interrogators located at the port holding/staging area where the APS-3 equipment/stocks are processed after being offloaded from pre-positioned ships?				
If answer to question 3 is NO proceed to sub-section 9.6.3. If answer to question 3 is YES proceed to question 4 in this sub-section.				
4. If the RFID tagged APS-3 equipment/stocks pass by RFID tag readers/interrogators while in the SPOD:				

9.6 APS-3 Equipment Processing				
	YES	**NO**	**N/A**	**COMMENTS**
a. Are the RFID tags interrogated when the equipment/stocks pass by?				
b. Is the interrogated tag data passed to the appropriate CONUS/ Regional ITV Server automatically?				
5. Does the CONUS/Regional ITV Server pass the interrogated RFID tag data to GTN and JTAV expeditiously?				
9.6.3 ITV Departure Reporting for APS-3 Equipment/Stocks				
1. Does the Theater ITV Plan or ASCC require that movement data for APS-3 equipment/stocks be reported to GTN after the equipment/stocks depart the SPOD? (Note: The DOD AIT Implementation Plan requires reporting to GTN within one hour of the movement event for APS-3 equipment/stocks departing the SPOD.)				

2. When the APS-3 equipment/stocks are formed into convoys, loaded onto CULT vehicles, or loaded onto rail cars:
 	
   a. Are the MSLs of the APS-3 equipment/stocks scanned when the equipment/stocks are loaded?
 	
   b. Is the scanned MSL data input into WPS or TC-AIMS II?
 	
   c. Is ITV movement data reported to GTN within one hour of the APS-3 equipment/stocks departing the SPOD?				

3. If the APS-3 equipment/stocks pass by RFID tag readers/interrogators at designated departure gates at the SPOD:
 	
   a. Are the RFID tags being interrogated?
 	
   b. Is the interrogated RFID tag data being passed to the appropriate CONUS/Regional Server?				

4. Does the CONUS/Regional ITV Server pass the interrogated RFID tag data to GTN and JTAV expeditiously? (Note: ITV movement data for APS-3 equipment/stocks departing the SPOD should be visible in GTN within one hour of the event.)				

ADDITIONAL COMMENTS

9.6.1 Receipt of APS-3 Equipment/Stocks and Creation of AIT Devices

9.6.2 Capturing ITV Arrival Data

9.6.3 ITV Departure Reporting for APS-3 Equipment/Stocks

9.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the SPOD				
		NO	**N/A**	
If evaluating deploying unit, then proceed to sub-section 9.7.1. If evaluating marshaling area control element, then proceed to sub-section 9.7.2.				
9.7.1 Deploying Unit				

1. If replacement or new RFID tags need to be written by designated personnel from the deploying unit, do they write the tags using one or both of the following two methods?
 	
    a. "Drag and drop" method where items are copied from a unit equipment file and pasted to the tag manifest?
 	
    b. Scanning method where the HHI/mobile reader is used to scan the linear bar code labels/MSLs of cargo items as the items are loaded into containers? (Note: Packing lists can also be created from the scanned bar codes/MSLs.)
 	
(Source: TIPS Users Manual)				

2. If designated personnel from the deploying unit write a replacement or new RFID tag after the unit equipment and cargo items arrive at the SPOD, do they input unit move related data to the Unit Move portion of the tag? (Note: This will allow unit move queries to be made				

9.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the SPOD				
	YES	**NO**	**N/A**	**COMMENTS**
against the tag data.) (Source: Lessons Learned, 2nd ACR Redeployment from Bosnia – 1998)				

3. When a replacement RFID tag is written by designated personnel from the deploying unit, do they:
 	
    a. Deactivate/"power down" any damaged tags if the damaged tags are replaced?
 	
    b. Cross-reference the new tag number to the old tag number in the "Remarks" section of the replacement tag if the new tag was written to replace a damaged tag?				

4. If designated personnel from the deploying unit use the docking station/interrogator to write a replacement or new RFID tag, do they:
 	
    a. Verify the accuracy of the tag data by displaying and reading the data?
 	
    b. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

5. If a replacement or new RFID tag is written using the HHI, do designated personnel from the deploying unit:
 	
    a. Verify the accuracy of the tag data by displaying and reading the data?
 	
    b. Download the written RFID tag data from the HHI to TC-AIMS II?
 	
    c. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

6. If necessary, are updated MSLs created when a new or replacement RFID tag is written? *(TC-AIMS II Question. See paragraph 4b at beginning of this*				

9.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the SPOD				
	YES	**NO**	**N/A**	**COMMENTS**
document for instructions on answering TC-AIMS II questions.)				
7. If a replacement or new MSL needs to be created by designated personnel from the deploying unit, do they successfully use the label maker to produce the necessary labels? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
8. If new/replacement MSLs, RFID tags, or Smart Cards need to be produced and the deploying unit does not have the capability to accomplish the action, does the deploying unit request assistance from the marshaling area control element?				
9.7.2 Marshaling Area Control Element				
1. Is a marshaling area established at the SPOD?				
If answer to question 1 is NO, proceed to sub-section 9.8. If answer to question 1 is YES, continue on in this sub-section.				

2. In the event that the deploying unit does not have the capability or requires assistance in producing new/ replacement RFID tags, MSLs, or Smart Cards after it reaches the SPOD, has the marshaling area control element been tasked by the TSC or ASCC to:
 	
    a. Write RFID tags?
 	
    b. Create MSLs?
 	
    c. Create Smart Cards?				

If all answers to question 2 are NO, proceed to sub-section 9.8. If there are YES answers to question 2, continue on in this sub-section.				

3. If replacement or new RFID tags need to be written by designated personnel from the marshaling area control element, do they write the tags using one or both of the following two methods?
 	
    a. "Drag and drop" method where items are copied from a unit equipment file and pasted to the tag manifest?
 	
    b. Scanning method where the HHI/mobile reader is used to scan the linear bar code labels/MSLs of cargo				

9.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the SPOD				
	YES	NO	N/A	COMMENTS
items as the items are loaded into containers? (Note: Packing lists can also be created from the scanned bar codes/MSLs.) (Source: TIPS Users Manual)				
4. If designated personnel from the marshaling area control element need to write an RFID tag after the unit equipment and cargo items arrive at the SPOD, do they input unit move related data to the Unit Move portion of the tag? (Note: This will allow unit move queries to be made against the tag data.) (Source: Lessons Learned, 2nd ACR Redeployment from Bosnia – 1998)				
5. When a replacement RFID tag is written by designated personnel from the marshaling area control element, do they: a. Deactivate/"power down" any damaged tags if the damaged tags are replaced? b. Cross-reference the new tag number to the old tag number in the "Remarks" section of the replacement tag if the new tag was written to replace a damaged tag?				
6. If designated personnel from the marshaling area control element use the docking station/interrogator to write a replacement or new RFID tag, do they: a. Verify the accuracy of the tag data by displaying and reading the data? b. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
7. If designated personnel from the marshaling area control element use the HHI to write a replacement or new RFID tag, do they: a. Verify the accuracy of the tag data by displaying and reading the data?				

9.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the SPOD				
	YES	NO	N/A	COMMENTS
b. Download the written RFID tag data from the HHI to TC-AIMS II?				
c. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
8. If necessary, are updated MSLs created when a new or replacement RFID tag is written? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
9. If a replacement or new MSL needs to be created by designated personnel from the marshaling area control element, do they successfully use the label maker to produce the necessary labels? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
10. If a Smart Card needs to be created for deploying soldiers by designated personnel from the marshaling area control element, do they input unit related data to the Smart Card so unit move related queries can be made against the Smart Card database? (Note: For example, unit related data such as UIC, ULN, unit name, and exercise name or operation name can be entered on the card. This unit related data is in addition to the personal soldier data.) (Source: Lessons Learned, 2nd ACR Redeployment from Bosnia – 1998)				
11. If Smart Cards need to be created for deploying soldiers by designated personnel from the marshaling area control element, do they scan the cards after they have created them to verify accuracy of the data?				

ADDITIONAL COMMENTS

9.7.1 Deploying Unit

9.7.2 Marshaling Area Control Element

9.8 Quality Control				
	YES	**NO**		**COMMENTS**

1. Are quality control procedures in place and being f0ollowed by the deploying unit to ensure that:
 	
    a. All applicable unit equipment and cargo items have accurate bar codes, MSLs, and/or RFID tags attached before the items depart the SPOD for the TSB/other theater destinations?
 	
    b. All unit soldiers have a Smart Card in their possession before they depart the SPOD?				

2. Does the deploying unit seek assistance from the PSA/port operator or marshaling area control element when it needs assistance in accomplishing AIT related tasks beyond its capability?				
3. When requested to provide assistance for AIT related tasks by the deploying unit, does the PSA/port operator or marshaling area control element provide help?				
4. Is interrogated ITV arrival and departure data that is obtained from passing RFID tags passed to the appropriate CONUS/Regional ITV Server automatically?				
5. Is interrogated ITV arrival and departure data that is obtained from passing RFID tags sent to GTN and JTAV expeditiously by the CONUS/Regional ITV Server? (Note: This unit ITV movement data should be visible in GTN within one hour of the event.)				
6. For unit equipment and cargo items that depart the SPOD for the TSB/other theater destinations, does this ITV movement data get reported to GTN within one hour of the departure event?				
7. For unit soldiers that depart the SPOD for the TSB, does passenger related ITV movement data get reported to GTN within one hour of the departure event?				

ADDITIONAL COMMENTS

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Section 10 – AIT in Staging Operations

10.1 ITV Support Plans				
	YES		**N/A**	
1. Does the Theater ITV Plan or ASCC require ITV movement reporting to GTN for: a. Unit equipment and cargo arriving at the TSB? b. Unit soldiers arriving at the TSB? c. Unit equipment and cargo departing from the TSB? d. Unit soldiers departing from the TSB? (Note: For unit strategic movements, the DOD AIT Implementation Plan requires that the arrival and departure of unit equipment, cargo, and personnel at all nodes from origin to destination be visible in GTN within one hour of the event. The TSB is considered to be a node.)				
If answers to question 1 are NO, proceed to sub-section 10.3. If answers to question 1 are YES, proceed to sub-section 10.2.				

ADDITIONAL COMMENTS

10.2 Installing RFID Tag Readers/Interrogators at the TSB				
		NO	**N/A**	
1. Are RFID tag readers/interrogators installed at the: a. Highway arrival gate? b. Rail arrival gate? c. Highway departure gate? d. Rail departure gate?				
If no RFID tag readers/interrogators are installed at the TSB, proceed to sub-section 10.3. If any answers to				

10.2 Installing RFID Tag Readers/Interrogators at the TSB				
	YES	**NO**	**N/A**	**COMMENTS**
question 1 are YES, continue on in this sub-section.				
2. Is the RFID host computer registered with the appropriate CONUS/Regional ITV Server to allow for correct routing of ITV movement data when RFID tag data is collected? (Source: TIPS Users Manual)				
3. Are RFID tag readers/interrogators properly positioned to accurately interrogate passing RFID tags that are attached to unit vehicles, rolling stock, equipment, 463L pallets, and containers?				
4. After RFID tags have been read by RFID tag readers/ interrogators, is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server automatically?				
5. Are the RFID tag readers/interrogators positioned so there is no electro-magnetic interference caused by obstacles or high voltage equipment? (Source: PM AIT CD containing RFID Multimedia Training Package)				
6. Are the RFID tag readers/interrogators positioned high enough to accurately read tags on unit equipment, vehicles, rolling stock, containers, and 463L pallets? (Source: PM AIT CD containing RFID Multimedia Training Package)				
7. Are RF relays being used?				
If answer to question 7 is NO, proceed to question 11 in this sub-section. If answer to question 7 is YES, proceed to question 8 in this sub-section.				
8. Are any RF relays located more than 1.5 miles apart? (Note: If the RF relays are more than 1.5 miles apart, then the signal may be lost.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
9. Are there tall buildings or hills between the RF relays and other RFID tag readers/interrogators that impede their line of sight? (Note: Obstructions may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
10. Are the RF relays too close to other RF emitting equipment (not AIT hardware) – thus causing RFID tag reading interference? (Note: Interference may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
11. Are RFID tag readers/interrogators properly set to collect tag data (time wise) so they will not inadvertently drain tag batteries? (Note: Location,				

10.2 Installing RFID Tag Readers/Interrogators at the TSB				
	YES	**NO**	**N/A**	**COMMENTS**
function, and purpose of the RFID tag reader/ interrogator must be considered. RFID tag readers/ interrogators can be set either in a continuous or intermittent mode.) (Source: Lessons Learned, Exercise Foal Eagle 1999 Deployment)				
12. At OCONUS TSBs, have the allocation and assignment of required frequencies been approved by the Host Nation for the geographic locations where RFID devices (RFID tag readers/interrogators, modems, scanners, and tags) will be operating?				

ADDITIONAL COMMENTS

10.3 Training of Personnel at the TSB on AIT Devices				
	YES	**NO**		**COMMENTS**
1. Has a TSB control element been designated by the ASCC or TSC to manage the TSB?				
If answer to question 1 is NO, proceed to sub-section 10.4. If answer to question 1 is YES, proceed to question 2 in this sub-section.				

2. Has the TSB control element been tasked by the ASCC or TSC to:
 	
    a. Write RFID tags in the event that new or replacement tags are required to support the deploying unit? (Note: The primary responsibility for writing new or replacement RFID tags rests with the deploying unit. If tasked, the TSB control element would provide a backup capability.)
 	
    b. Create MSLs in the event that new or replacement MSLs are required to support the deploying unit? (Note: The primary responsibility for creating new or replacement MSLs rests with the deploying unit. If tasked, the TSB control element would provide a backup capability.)				

10.3 Training of Personnel at the TSB on AIT Devices				
	YES	NO	N/A	COMMENTS
c. Check and replace RFID tag batteries as necessary?				
d. Correct and replace satellite transponders on unit equipment/cargo or transport vehicles arriving at the TSB?				
e. Provide a capability that allows deploying unit movement officers (UMO), UMCs, and commanders to plug in their TC-AIMS II laptop computers in order to monitor their unit's deployment flow?				
If all answers to question 2 are NO, proceed to sub-section 10.4. If there are YES answers to question 2, continue on in this sub-section.				
3. Does the TSB control element have: a. A TC-AIMS II equipped computer with appropriate RFID tag writing software? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)* b. AIT related devices such as a HHI/mobile reader docking station, and label printer? c. Sufficient quantities of spare RFID tag batteries?				
4. Are designated personnel from the TSB control element able to successfully: a. Identify weak batteries in RFID tags? b. Install charged/new batteries in RFID tags? c. Deactivate/"power down" RFID tags?				
5. Are designated personnel from the TSB control element able to: a. Correct problems with satellite transponders? Which satellite tracking system is used? b. Install satellite transponders on unit equipment/cargo or vehicles transporting these items?				

10.3 Training of Personnel at the TSB on AIT Devices				
	YES	NO	N/A	COMMENTS
6. Are designated personnel from the TSB control element able to successfully write a replacement or new RFID tag using the: a. HHI/mobile reader? b. Docking station/interrogator? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
7. Are designated personnel from the TSB control element able to successfully use the HHI/mobile reader to: a. Select a single RFID tag and review the data contained on it? b. Collect conditional data (search for specific items) from a host of RFID tags? c. Search for all RFID tags within range that match defined criteria? d. Search the TC-AIMS II database for an individual RFID tag? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)* e. Search for a specific RFID tag in a storage area, staging area, marshaling area, or port complex? (Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				
8. Are designated personnel from the TSB control element able to successfully use troubleshooting procedures when the HHI/mobile reader: a. Will not turn on? b. Immediately turns off after being turned on? c. Beeps every 10 seconds and instrument can not				

10.3 Training of Personnel at the TSB on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**

be turned off?
 	
    d. Battery icon is blinking on/off?
 	
    e. Displays an invalid media type while reading the PC card?
 	
    f. Battery pack has lost its capacity to charge?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

9. Are designated personnel from the TSB control element able to efficiently:
 	
    a. Change the HHI's/mobile reader's battery pack?
 	
    b. Change out the PC card?
 	
    c. "Cold boot" the HHI/mobile reader?
 	
    d. Navigate the menus of the HHI/mobile reader?
 	
    e. Place the HHI/mobile reader in "storage mode?"
 	
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

10. Are designated personnel from the TSB control element able to effectively troubleshoot the RFID tag reader/interrogator:
 	
    a. When no LEDs are illuminated?
 	
    b. When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package)				

11. Are designated personnel from the TSB control element able to successfully operate the MSL/bar code label maker? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

ADDITIONAL COMMENTS

10.4 Movement of Unit Soldiers through the TSB				
	YES	NO		COMMENTS
10.4.1 ITV Movement Reporting Requirements				
1. Does the Theater ITV Plan or ASCC require ITV movement reporting to GTN for unit soldiers arriving at the TSB? (Note: The DOD AIT Implementation Plan requires reporting to GTN for unit soldiers arriving at the TSB node.)				
2. Does the Theater ITV plan or ASCC require ITV movement reporting to GTN for unit soldiers departing the TSB? (Note: The DOD AIT Implementation Plan requires reporting to GTN for unit soldiers departing the TSB node.)				
10.4.2 Capturing ITV Arrival Data				
1. For unit soldiers arriving at the TSB, do designated personnel from the TSB control element: a. Scan the soldiers' Smart Cards in order to establish accountability of unit soldiers? b. Input the scanned Smart Card data into TC-AIMS II? c. Report ITV movement data to GTN within one hour after unit soldiers arrive at the TSB? d. Provide passenger movement requirements in coordination with the deploying unit to the MCT if transportation from the TSB needs to be arranged? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
10.4.3 ITV Departure Reporting for Unit Soldiers				
1. For unit soldiers departing the TSB, do designated personnel from the TSB control element:				

10.4 Movement of Unit Soldiers through the TSB				
	YES	**NO**		**COMMENTS**
a. Scan the soldiers' Smart Cards in order to establish accountability of unit soldiers?				
b. Input the scanned Smart Card data into TC-AIMS II?				
c. Report ITV movement data to GTN within one hour after unit soldiers depart the TSB?				
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

ADDITIONAL COMMENTS

10.4.1 ITV Movement Reporting Requirements

10.4.2 Capturing ITV Arrival Data

10.4.3 ITV Departure Reporting for Unit Soldiers

10.5 Movement of Unit Equipment and Cargo through the TSB				
	YES	**NO**		**COMMENTS**
10.5.1 ITV Movement Reporting Requirements				
1. Does the Theater ITV Plan or ASCC require ITV movement reporting to GTN for unit equipment and cargo items arriving at the TSB? (Note: The DOD AIT Implementation Plan requires reporting to GTN for unit equipment and cargo arriving at the TSB node.)				
2. Does the Theater ITV Plan or ASCC require ITV movement reporting to GTN for unit equipment and cargo departing the TSB? (Note: The DOD AIT Implementation Plan requires reporting to GTN for unit equipment and cargo departing the TSB node.)				
10.5.2 Capturing ITV Arrival Data				
1. When unit equipment and cargo items arrive at the				

10.5 Movement of Unit Equipment and Cargo through the TSB				
	YES	**NO**	**N/A**	**COMMENTS**
TSB, do they pass by an RFID tag reader/interrogator?				
If answer to question 1 is NO proceed to question 4 in this sub-section. If answer to question 1 is YES continue on in this sub-section.				

2. If the unit equipment and cargo items pass by a RFID tag reader/interrogator:
 	
  a. Are the tags being accurately interrogated?
 	
  b. Is the interrogated tag data passed to the appropriate CONUS/Regional Server automatically?				

3. Does the CONUS/Regional ITV Server pass interrogated RFID tag data to GTN and JTAV expeditiously? (Note: The unit arrival data should be resident within GTN within one hour of the event.)				

4. Do designated personnel from the TSB control element:
 	
  a. Scan the MSLs that are affixed to the unit equipment and cargo as the items arrive at the TSB?
 	
  b. Input this scanned data into TC-AIMS II in order to allow for accountability of unit equipment and cargo within the TSB and to capture ITV movement data?
 	
  c. Report ITV movement data to GTN within one hour after unit equipment and cargo items arrive at the TSB using TC-AIMS II?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

10.5.3 Processing Unit Equipment and Cargo at the TSB				
10.5.3.1 Deploying Unit Actions				
1. After unit equipment and cargo items arrive at the TSB and have been processed by the TSB control element, do designated personnel (if available at the TSB) from the deploying unit perform a quality control check of the unit equipment and cargo which consists of: a. Checking the equipment and cargo to ensure				

10.5 Movement of Unit Equipment and Cargo through the TSB				
	YES	NO	N/A	COMMENTS

items are properly labeled with bar code labels/MSLs?
 	
    b. Checking the equipment and cargo to ensure items are properly tagged with RFID tags?
 	
    c. Verifying whether RFID tags have sufficiently charged batteries?
 	
(Note: This quality control check will be dependent on how much time the deploying unit has available prior to departing the TSB. Arrangements must be made in advance to ensure spare, charged batteries will be available at the TSB. The batteries must either deploy with the unit or be provided by the TSB control element.)
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

2. If unit equipment and cargo items are reconfigured, do designated personnel from the deploying unit:
 	
    a. Create new MSLs for the reconfigured equipment and cargo?
 	
    b. Create new RFID tags for the reconfigured equipment and cargo?
 	
    c. Ensure reconfigured equipment and cargo data is sent to GTN? (Note: If the deploying unit can not accomplish this action, then it must request assistance from the TSB control element. The TSB control element should be able to pass the reconfigured equipment and cargo data to GTN using TC-AIMS II.)
 	
    d. Pass RFID tag data for the reconfigured equipment and cargo to the appropriate CONUS/ Regional ITV Server? (Note: If the deploying unit can not accomplish this action, then it must request assistance from the TSB control element.)
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-				

10.5 Movement of Unit Equipment and Cargo through the TSB				
	YES	**NO**	**N/A**	**COMMENTS**
AIMS II questions.)				

3. If a new or replacement RFID tag needs to be written, do designated personnel from the deploying unit:
 	
    a. Write new or replacement RFID tags for the applicable equipment and cargo items before the items depart the TSB? (Note: If a replacement RFID tag requires writing, then the deploying unit should have the data available in the TC-AIMS II UDL database. *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
    b. Ensure all damaged tags are deactivated/ "powered down" if damaged tags are replaced?
 	
    c. Request assistance from the TSB control element if their help in writing RFID tags is needed?				

4. Are designated personnel from the deploying unit deactivating the RFID tag batteries under the following circumstances?
 	
    a. If equipment and cargo items are downloaded from a container or 463L pallet and the original RFID tag is no longer needed?
 	
    b. If unit equipment and cargo items are reconfigured and the original tag is no longer needed?
 	
    c. If the decision is made not to use RFID tags to track unit equipment and cargo items beyond this point (TSB) in the force projection process?				

5. If unit equipment and cargo items are reconfigured at the TSB, do designated personnel from the deploying unit turn-in any RFID tags that are no longer needed to the TSB control element?				
6. When unit equipment and cargo items are ready to depart the TSB, do designated personnel from the TSB control element in coordination with the deploying unit: a. Coordinate with the MCT regarding onward movement requirements?				

10.5 Movement of Unit Equipment and Cargo through the TSB				
	YES	NO	N/A	COMMENTS
b. Pass TC-AIMS II formatted unit equipment and cargo movement requirements to the MCT. *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
10.5.3.2 TSB Control Element Actions				
1. Do designated personnel from the TSB control element assist the deploying unit in correcting any MSL, bar code, or RFID tag discrepancies if requested to do so by the deploying unit?				
2. Do personnel from the TSB control element share information with the deploying unit for equipment and cargo items arriving/departing the TSB?				
10.5.3.3 Satellite Tracking Requirements				
1. Does the Theater ITV Plan or ASCC require satellite tracking of specific unit equipment/cargo or convoys departing the TSB?				
If answer to question 1 is NO, proceed to sub-section 10.5.4. If answer to question 1 is YES, proceed to question 2 in this sub-section.				
2. If the Theater ITV Plan or ASCC requires satellite tracking of specific unit equipment/cargo or convoys departing the TSB: a. Is the TSB control element tasked to implement this higher headquarters requirement? b. If the TSB control element is not tasked, is another support activity tasked? c. Are designated personnel from the TSB control element/other designated support activity trained and equipped to install, test, replace, and maintain satellite transponders? Which satellite tracking system is used? d. Do designated personnel from the TSB control element/other designated support activity install satellite transponders on specified unit equipment or cargo and/or on CULT vehicles moving the unit equipment/ cargo? e. Is the satellite tracking location data reported to				

10.5 Movement of Unit Equipment and Cargo through the TSB				
	YES	**NO**	**N/A**	**COMMENTS**
the appropriate CONUS/Regional ITV Server? f. Within the CONUS/Regional ITV Server database, is the satellite tracking location data integrated with ITV data obtained from interrogated RFID tags? If designated personnel from the TSB control element/ other designated support activity do not accomplish these tasks, what activity performs them?				
10.5.4 ITV Departure Reporting for Unit Equipment and Cargo				

1. At the TSB, are fixed or mobile RFID tag readers/ interrogators located at the:
 	
    a. Highway departure gate?
 	
    b. Rail departure gate?
 	
    c. Barge departure area?				

If all of the answers to question 1 are NO proceed to question 4 in this sub-section. If any answers to question 1 are YES continue on in this sub-section.				

2. If fixed or mobile RFID tag readers/interrogators are located at the various TSB departure gates, are:
 	
    a. All RFID tags that are attached to unit equipment and cargo items being interrogated when the items depart the TSB?
 	
    b. Is the interrogated RFID tag data being passed to the appropriate CONUS/Regional ITV Server automatically?				

3. Does the CONUS/Regional ITV Server pass the interrogated RFID tag data to GTN and JTAV expeditiously? (Note: the ITV movement data should be visible in GTN within one hour of the departure event.)				
4. When unit equipment and cargo items depart the TSB, do designated personnel from the TSB control element: a. Scan the MSLs that are affixed to departing unit equipment and cargo?				

10.5 Movement of Unit Equipment and Cargo through the TSB				
	YES	**NO**	**N/A**	**COMMENTS**
b. Input the scanned MSL data into TC-AIMS II? (Note: The TSB control element may have to obtain assistance from the TSC if this task can not be accomplished at the TSB.) c. Report ITV movement data to GTN within one hour after unit equipment and cargo items depart the TSB? (Note: The TSB control element may have to obtain assistance from the TSC if this task can not be accomplished at the TSB.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
5. For unit rail movements departing the TSB, is appropriate rail manifest information/movement data passed to GTN via TC-AIMS II within one hour by the TSB control element? (Note: The TSB control element may have to obtain assistance from the TSC if this task can not be accomplished at the TSB.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
6. When unit equipment, vehicles, and containers are formed into convoys for departure from the TSB, do designated personnel from the deploying unit or TSB control element: a. Scan the MSLs that are affixed to the unit equipment and cargo items? b. Correlate the equipment and cargo data to a specific convoy control number? c. Enter the correlated equipment and cargo data as well as the convoy movement data into TC-AIMS II? (Note: The TSB control element may have to obtain assistance from the TSC if this task can not be accomplished at the TSB.) d. Report the ITV movement data to GTN via TC-AIMS II within one hour of convoy departure from the TSB? (Note: The TSB control element may have to				

10.5 Movement of Unit Equipment and Cargo through the TSB				
	YES	**NO**	**N/A**	**COMMENTS**
obtain assistance from the TSC if this task can not be accomplished at the TSB.) e. Correlate any RFID tags that are on equipment, vehicles and containers in the convoy to the appropriate satellite transponder (if one is used to track the convoy)? Which organization (deploying unit or TSB control element) accomplishes these tasks? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

ADDITIONAL COMMENTS

10.5.1 ITV Movement Reporting Requirements

10.5.2 Capturing ITV Arrival Data

10.5.3 Processing Unit Equipment and Cargo at the TSB
10.5.3.1 Deploying Unit Actions
10.5.3.2 TSB Control Element Actions
10.5.3.3 Satellite Tracking Requirements

10.5.4 ITV Departure Reporting for Unit Equipment and Cargo

10.6 Moving APS-Land Equipment Through the TSB				
	YES	**NO**	**N/A**	**COMMENTS**
(Note: Section 11 (AIT Actions at the APS-Land Equipment Draw Site) contains evaluation questions relating to the draw of APS-Land equipment. This sub-section contains evaluation questions relating to APS-Land equipment arriving at the TSB.)				
10.6.1 ITV Movement Reporting Requirements				
1. Does the Theater ITV Plan or ASCC require ITV movement data be reported to GTN for APS-Land equipment arriving at the TSB? (Note: The DOD AIT Implementation Plan requires reporting to GTN for APS-Land equipment arriving at the TSB.)				
10.6.2 Capturing ITV Arrival Data				
1. When APS-Land equipment items arrive at the TSB, do designated personnel from the TSB control element: a. Scan the equipment MSLs? b. Enter the scanned MSL data into TC-AIMS II for accountability purposes? (Note: The TSB control element may have to obtain assistance from the TSC if this task can not be accomplished at the TSB.) c. Report ITV movement data to GTN within one hour after the APS-Land equipment arrives? (Note: The TSB control element may have to obtain assistance from the TSC if this task can not be accomplished at the TSB.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
2. When APS-Land equipment items that have RFID tags mounted arrive at the TSB, are the tags interrogated by a RFID tag reader/interrogator?				
If answer to question 2 is NO proceed to sub-section 10.6.3. If answer to question 2 is YES continue on in this sub-section.				
3. After the RFID tags that are mounted on APS-Land equipment have been interrogated by a RFID tag reader/interrogator at the arrival gate at the TSB: a. Is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server				

10.6 Moving APS-Land Equipment Through the TSB				
	YES	**NO**	**N/A**	**COMMENTS**
automatically?				
b. Does the CONUS/Regional ITV Server pass the interrogated RFID tag data to GTN and JTAV expeditiously? (Note: The ITV movement data should be visible in GTN within one hour of the event.)				
10.6.3 Movement of APS-Land Equipment through the TSB				
1. After APS-Land equipment has been accepted into the TSB, do designated personnel from the TSB control element process the equipment the same as unit equipment that is moving into and through the TSB?				

ADDITIONAL COMMENTS

10.6.1 ITV Movement Reporting Requirements

10.6.2 Capturing ITV Arrival Data

10.6.3 Movement of APS-Land Equipment through the TSB

10.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the TSB				
	YES	**NO**	**N/A**	**COMMENTS**
If evaluating deploying unit, then proceed to sub-section 10.7.1. If evaluating TSB control element, then proceed to sub-section 10.7.2.				
10.7.1 Deploying Unit				
1. If replacement or new RFID tags need to be written by designated personnel from the deploying unit, do they write the tags using one or both of the following two methods? a. "Drag and drop" method where items are copied from a unit equipment file and pasted to the tag manifest?				

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10.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the TSB				
	YES	NO	N/A	COMMENTS
b. Scanning method where the HHI/mobile reader is used to scan the linear bar code labels/MSLs of cargo items as the items are loaded into containers? (Note: Packing lists can also be created from the scanned bar codes/MSLs.) (Source: TIPS Users Manual)				
2. If designated personnel from the deploying unit write a replacement or new RFID tag after the unit equipment and cargo items arrive at the TSB, do they input unit move related data to the Unit Move portion of the tag? (Note: This will allow unit move queries to be made against the tag data.) (Source: Lessons Learned, 2nd ACR Redeployment from Bosnia – 1998)				

3. When a replacement RFID tag is written by designated personnel from the deploying unit, do they:
 	
    a. Deactivate/"power down" any damaged tags if the damaged tags are replaced?
 	
    b. Cross-reference the new tag number to the old tag number in the "Remarks" section of the replacement tag if the new tag was written to replace a damaged tag?				

4. If designated personnel from the deploying unit use the docking station/interrogator to write a replacement or new RFID tag, do they:
 	
    a. Verify the accuracy of the tag data by displaying and reading the data?
 	
    b. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

5. If a replacement or new RFID tag is written using the HHI, do designated personnel from the deploying unit: a. Verify the accuracy of the tag data by displaying and reading the data?				

10.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the TSB				
	YES	**NO**	**N/A**	**COMMENTS**
b. Download the written RFID tag data from the HHI to TC-AIMS II? c. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
6. If necessary, are updated MSLs created when a new or replacement RFID tag is written? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
7. If a replacement or new MSL needs to be created by designated personnel from the deploying unit, do they successfully use the label maker to produce the necessary labels? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
8. If new/replacement MSLs, RFID tags, or Smart Cards need to be produced and the deploying unit does not have the capability to accomplish the action, does the deploying unit request assistance from the TSB control element?				
10.7.2 TSB Control Element				
1. In the event that the deploying unit does not have the capability or requires assistance in producing new/ replacement RFID tags, MSLs, or Smart Cards, has the TSB control element been tasked by the TSC or ASCC to: a. Write RFID tags? b. Create MSLs? c. Create Smart Cards?				
If all answers to question 1 are NO, proceed to sub-section 10.8. If there are YES answers to question 1, continue on in this sub-section.				
2. If replacement or new RFID tags need to be written by designated personnel from the TSB control element,				

10.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the TSB				
	YES	NO	N/A	COMMENTS

do they write the tags using one or both of the following two methods?
 	
   a. "Drag and drop" method where items are copied from a unit equipment file and pasted to the tag manifest?
 	
   b. Scanning method where the HHI/mobile reader is used to scan the linear bar code labels/MSLs of cargo items as the items are loaded into containers? (Note: Packing lists can also be created from the scanned bar codes/MSLs.)
 	
(Source: TIPS Users Manual)				

3. If designated personnel from the TSB control element need to write an RFID tag after the unit equipment and cargo items arrive at the TSB, do they input unit move related data to the Unit Move portion of the tag? (Note: This will allow unit move queries to be made against the tag data.) (Source: Lessons Learned, 2nd ACR Redeployment from Bosnia – 1998)				

4. When a replacement RFID tag is written by designated personnel from the TSB control element, do they:
 	
   a. Deactivate/"power down" any damaged tags if the damaged tags are replaced?
 	
   b. Cross-reference the new tag number to the old tag number in the "Remarks" section of the replacement tag if the new tag was written to replace a damaged tag?				

5. If designated personnel from the TSB control element use the docking station/interrogator to write a replacement or new RFID tag, do they:
 	
   a. Verify the accuracy of the tag data by displaying and reading the data?
 	
   b. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server? *(TC-AIMS II Question. See paragraph 4b at beginning of this*				

10.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the TSB				
	YES	NO	N/A	COMMENTS
document for instructions on answering TC-AIMS II questions.)				

6. If designated personnel from the TSB control element use the HHI to write a replacement or new RFID tag, do they:
 	
    a. Verify the accuracy of the tag data by displaying and reading the data?
 	
    b. Download the written RFID tag data from the HHI to TC-AIMS II?
 	
    c. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

7. If necessary, are updated MSLs created when a new or replacement RFID tag is written? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
8. If a replacement or new MSL needs to be created by designated personnel from the TSB control element, do they successfully use the label maker to produce the necessary labels? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
9. If a Smart Card needs to be created for deploying soldiers by designated personnel from the TSB control element, do they input unit related data to the Smart Card so unit move related queries can be made against the Smart Card database? (Note: For example, unit related data such as UIC, ULN, unit name, and exercise name or operation name can be entered on the card. This unit related data is in addition to the personal soldier data.) (Source: Lessons Learned, 2nd ACR Redeployment from Bosnia – 1998)				
10. If Smart Cards need to be created for deploying soldiers by designated personnel from the TSB control element, do they scan the cards after they have created them to verify accuracy of the data?				

ADDITIONAL COMMENTS

10.7.1 Deploying Unit

10.7.2 TSB Control Element

10.8 Quality Control				
	YES		**N/A**	**COMMENTS**

1. Are quality control procedures in place and being followed by selected personnel from the deploying unit and TSC designated TSB control element to ensure that:
 	
    a. All applicable unit equipment and cargo items have accurate bar codes, MSLs, and/or RFID tags attached before the items depart the TSB for the TAA/other designated integration location?
 	
    b. All unit soldiers have a Smart Card in their possession before they depart the TSB?				

2. Does the deploying unit seek assistance from the TSB control element when it needs assistance in accomplishing AIT related tasks beyond its capability?				
3. Is interrogated ITV arrival and departure data that is obtained from passing RFID tags passed to the appropriate CONUS/Regional ITV Server automatically?				
4. Is interrogated ITV arrival and departure data that is obtained from passing RFID tags sent to GTN and JTAV expeditiously by the CONUS/Regional ITV Server? (Note: This unit ITV movement data should be visible in GTN within one hour of the event.)				
5. When unit equipment and cargo items depart the TSB for the TAA/other designated integration location, is this ITV movement data reported to GTN within one hour of the event?				

10.8 Quality Control				
	YES	**NO**	**N/A**	**COMMENTS**
6. When unit soldiers depart the TSB for the TAA/other designated integration location, is this ITV movement data reported to GTN within one hour of the event?				

ADDITIONAL COMMENTS

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Section 11 – AIT Actions At The APS-Land Equipment Draw Site

11.1 AIT Planning Support for Draws of APS-Land Equipment				
	YES	NO		COMMENTS
1. Is an APS-Land equipment draw site established?				
If answer to question 1 is NO, proceed to Section 12. If answer is YES, continue on in this sub-section.				
2. Has the ASCC or TSC designated an organization to provide logistics support to the deploying unit at the APS-Land equipment draw site?				
3. Is the APS-Land equipment draw site supported by TC-AIMS II?				
4. Does the Theater ITV Plan or ASCC require that before APS-Land equipment departs the draw site: a. RFID tags be mounted on the equipment? b. MSLs be affixed on the equipment? c. Satellite transponders be installed on the equipment?				
5. If AIT is planned for support of the APS-Land equipment draw operation, does the Theater ITV Plan or ASCC identify: a. The organization/activity that is responsible for: (1) Writing RFID tags and mounting the tags on APS-Land equipment before the equipment departs the draw site? What organization/activity is identified? (2) Creating MSLs and affixing them on APS-Land equipment before the equipment departs the draw site? What organization/activity is identified? (3) Preparing, testing, maintaining, and installing satellite transponders on APS-Land equipment before the equipment departs the draw site? What organization/activity is identified? b. The applicable AIT procedures that will be followed for the draw of APS-Land equipment at the draw site? c. The organization that will provide RFID tags?				

11.1 AIT Planning Support for Draws of APS-Land Equipment				
	YES	**NO**	**N/A**	**COMMENTS**
d. The organization that will provide RFID tag batteries?				
e. The organization that will provide satellite transponders?				
f. The organization that will provide RFID tag write equipment for the APS-Land equipment draw site?				
g. The organization that will provide equipment to create MSLs at the APS-Land equipment draw site?				
h. The reporting scheme that will be followed for the capture and reporting of ITV movement data to GTN for moves of APS-Land equipment from the draw site? In this regard, the plan should specify the roles of the deploying unit and the supporting movement control organization for:				
(1) Capturing ITV movement data for APS-Land equipment moves?				
(2) Inputting ITV movement data into TC-AIMS II?				
(3) Reporting ITV movement data to GTN?				

ADDITIONAL COMMENTS

11.2 AIT Actions at the APS-Land Equipment Draw Site Prior to Arrival of Deploying Unit				
	YES		**N/A**	
1. If required by the Theater ITV Plan, were RFID tags written and mounted on APS-Land equipment prior to the arrival of the deploying unit at the draw site? What activity or organization accomplished this action? What AIS was used?				

11.2 AIT Actions at the APS-Land Equipment Draw Site Prior to Arrival of Deploying Unit				
	YES	**NO**	**N/A**	**COMMENTS**
2. If required by the Theater ITV Plan, were MSLs created and affixed on APS-Land equipment prior to the arrival of the deploying unit at the draw site? What activity or organization accomplished this action? What AIS was used?				
3 If required by the Theater ITV Plan, were satellite transponders prepared and installed on APS-Land equipment prior to the arrival of the deploying unit at the draw site? What activity or organization accomplished this action?				
ADDITIONAL COMMENTS				

11.3 Acceptance and Processing of APS-Land Equipment by Deploying Unit				
	YES	**NO**		**COMMENTS**
1. Prior to departing home station, did the deploying unit download equipment files from the Army War Reserve Support Command's (AWRSC) ABS Battlebook system so that accurate UDLs could be created?				

2. When APS-Land equipment draws are conducted, do designated personnel from the deploying unit:
 	
    a. Scan the bar code labels of the equipment during acceptance processing?
 	
    b. Compare and confirm the scanned bar code data with equipment data that was uploaded into TC-AIMS II before the deployment began?
 	
    c. If necessary, produce MSLs for the APS-Land equipment?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

11.3 Acceptance and Processing of APS-Land Equipment by Deploying Unit				
	YES	**NO**	**N/A**	**COMMENTS**

3. If RFID tags need to be written at the APS-Land equipment draw site by personnel from the deploying unit or the ASCC/TSC designated support element, do they write the tags using one or both of the following two methods?
 	
    a. "Drag and drop" method where items are copied from a unit equipment file and pasted to the tag manifest?
 	
    b. Scanning method where the HHI/mobile reader is used to scan the linear bar code labels/MSLs of cargo items as the items are loaded into containers? (Note: Packing lists can also be created from the scanned bar codes/MSLs.)
 	
(Source: TIPS Users Manual)				

4. If designated personnel from the deploying unit or ASCC/TSC designated support element use the docking station/interrogator to write a RFID tag at the APS-Land equipment draw site, do they:
 	
    a. Verify the accuracy of the tag data by displaying and reading the data?
 	
    b. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

5. If a replacement or new RFID tag is written at the APS-Land equipment draw site using the HHI, do designated personnel from the deploying unit or ASCC/TSC designated support element:
 	
    a. Verify the accuracy of the tag data by displaying and reading the data?
 	
    b. Download the written RFID tag data from the HHI to TC-AIMS II?
 	
    c. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server?				

11.3 Acceptance and Processing of APS-Land Equipment by Deploying Unit				
	YES	**NO**	**N/A**	**COMMENTS**
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				
6. If RFID tags were written prior to the arrival of the deploying unit at the draw site, does the deploying unit activate the tag batteries when they accept possession of the APS-Land equipment?				

ADDITIONAL COMMENTS

11.4 ITV Departure Reporting at the Draw Site				
	YES		**N/A**	**COMMENTS**
1. Does the Theater ITV Plan or ASCC require ITV movement data be reported to GTN for APS-Land equipment departing the draw site for the TSB? (Note: For unit strategic movements, the DOD AIT Implementation Plan requires that the arrival and departure of unit equipment, cargo, and personnel at all nodes from origin to destination be visible in GTN within one hour of the event. The APS-Land equipment draw site is considered to be a node.)				
2. After the deploying unit accepts possession of the APS-Land equipment at the draw site and the equipment departs for the TSB, does the ASCC/TSC designated support element: a. Scan the MSLs that are affixed to the APS-Land equipment? b. Input the scanned APS-Land equipment MSL data into TC-AIMS II? c. Report the ITV movement data to GTN within one hour after the APS-Land equipment departs the draw site for the TSB? If the draw site support element does not accomplish these actions, what organization does?				

11.4 ITV Departure Reporting at the Draw Site				
	YES	NO	N/A	COMMENTS
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				
3. Are RFID tag readers/interrogators installed at the departure gate at the APS-Land equipment draw site?				
If answer to question 3 is NO proceed to sub-section 11.5. If answer to question 3 is YES continue on in this sub-section.				

4. When RFID tagged APS-Land equipment departs the APS-Land equipment draw site:
 	
    a. Are the RFID tags interrogated when they pass by the RFID tag readers/interrogators?
 	
    b. Is the interrogated tag data passed to the appropriate CONUS/Regional ITV Server automatically?				

5. Is the interrogated ITV departure data that is obtained from passing RFID tags sent to GTN and JTAV expeditiously by the CONUS/Regional ITV Server? (Note: Unit ITV movement data should be visible in GTN within one hour of the event.)				

ADDITIONAL COMMENTS

11.5 Quality Control				
	YES		N/A	COMMENTS
1. Are quality control procedures in place and being followed at the APS-Land equipment draw site to ensure that APS-Land equipment has the proper AIT devices installed before the equipment departs for the TSB?				
If you want to evaluate acceptance and processing of APS-Land equipment at the TSB, then proceed to sub-section 10.6 (Moving APS-Land Equipment through the TSB).				

ADDITIONAL COMMENTS

Section 12 – AIT in Onward Movement Operations

12.1 ITV Support Plans				
	YES	NO	N/A	COMMENTS
Onward movement is the process of moving units and accompanying material from reception facilities and staging areas to the TAA or other theater destinations, moving arriving non-unit personnel to gaining commands, and moving sustainment material from reception facilities to distribution or storage sites. The DOD AIT Implementation Plan does not require reporting to GTN for unit equipment, cargo, and personnel transiting en route locations (e.g., CSCs, rest sites, check points, fuel stops, etc.). However, the Theater ITV Plan or ASCC may require en route reporting at designated locations.				

1. Does the Theater ITV Plan or ASCC require ITV movement reporting to GTN for:
 	
    a. Unit equipment and cargo arriving at and departing from specific en route locations?
 	
    b. Unit soldiers arriving at and departing from specific en route locations? (Note: No procedures are provided in this section in the event that personnel reporting is required. If personnel reporting is required, several options exist to satisfy the requirement. They are: read and report data from soldier Smart Cards, report the movement number [if one exists], or report the convoy clearance number [if one exists] at the specific en route location.)				

If all answers to question 1 are NO proceed to Section 12.3. If answer to question 2a is YES proceed to question 2 in this sub-section.				
2. Does the Theater ITV Plan or ASCC identify en route locations where RFID tag readers/interrogators will be installed in order to capture ITV data on unit equipment and cargo?				
If no en route locations are identified for installation of RFID tag readers/interrogators proceed to Section 12.3. If en route locations are identified for installation of RFID tag readers/interrogators proceed to sub-section 12.2.				

ADDITIONAL COMMENTS

12.2 Installing RFID Tag Readers/Interrogators at En Route Locations				
	YES		**N/A**	

1. Are fixed or mobile RFID tag readers/interrogators set up at any of the following types of en route locations:
 	
   a. Support sites?
 	
   b. Highway rest stops?
 	
   c. CSCs?
 	
   d. Trailer transfer points?
 	
   e. Military Police (MP) or MCT checkpoints?
 	
   f. International border crossings?
 	
   g. Rail transit points?				

If no RFID tag readers/interrogators are installed at en route locations, proceed to sub-section 12.3. If any answers to question 1 are YES, continue on in this sub-section.				
2. At OCONUS en route locations, have the allocation and assignment of required frequencies been approved by the Host Nation for the geographic locations where RFID devices (RFID tag readers/interrogators, modems, scanners, and tags) will be operating?				

3. When selecting the proper locations to position RFID tag readers/interrogators, have the following factors been considered:
 	
   a. Are the RFID tag readers/interrogators properly positioned to read passing tags?
 	
   b. Are the RFID tag readers/interrogators physically safe from theft, damage, or vandalism?				

12.2 Installing RFID Tag Readers/Interrogators at En Route Locations				
	YES	NO	N/A	COMMENTS

c. Are the RFID tag readers/interrogators operationally secure from enemy action, jamming, and data interception?
 	
    d. Is the power secure?
 	
    e. Does the communications infrastructure provide security for the passing of interrogated RFID tag data to the appropriate CONUS/Regional ITV Server without interruption?				

4. Is the RFID host computer that supports a specific en route location registered with the appropriate CONUS/ Regional ITV Server to allow for the correct routing of ITV en route movement event data? (Source: TIPS Users Manual)				
5. Are RFID tag readers/interrogators properly set to collect tag data? (Note: Location, function, and purpose of the RFID tag reader/interrogator must be considered. RFID tag readers/interrogators can be set either in a continuous or intermittent mode.) (Source: Lessons Learned, Exercise Foal Eagle 1999 Deployment)				

6. At the en route locations:
 	
    a. Are the RFID tag readers/interrogators positioned so there is no electro-magnetic interference caused by obstacles or high voltage equipment? (Source: PM AIT CD containing RFID Multimedia Training Package)
 	
    b. Are the RFID tag readers/interrogators positioned high enough to accurately read tags on vehicles, rolling stock, containers, and 463L pallets? (Source: PM AIT CD containing RFID Multimedia Training Package)
 	
    c. Are any RF relays located more than 1.5 miles apart? (Note: Relay distances greater then 1.5 miles may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)
 	
    d. Are there tall buildings or hills between the RF relays and other RFID tag readers/interrogators that impede their line of sight? (Note: Obstructions may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)				

12.2 Installing RFID Tag Readers/Interrogators at En Route Locations				
	YES	**NO**	**N/A**	**COMMENTS**
e. Are two RFID tag readers/interrogators installed in the event that a "good read" cannot be obtained by a single RFID tag reader/interrogator because RFID tagged vehicles, equipment, and containers are passing the RFID tag reader/interrogator too quickly? (Source: Fly-Away Kit Design Document, December 1999)				

ADDITIONAL COMMENTS

12.3 Training of Personnel at En Route Locations on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**
1. Has the TSC designated an en route support element to manage activities at the specific en route location?				
If answer to question 1 is NO, proceed to sub-section 12.4. If answer to question 1 is YES, continue on in this sub-section.				

2. If a RFID tag reader/interrogator is installed at the specific en route location, are personnel from the en route location support element able to effectively troubleshoot the RFID tag reader/interrogator:
 	
   a. When no LEDs are illuminated?
 	
   b. When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package)				

3. Are personnel from the en route location support element able to: a. Troubleshoot problems involving satellite transponders installed on unit equipment/cargo or on vehicles in convoys?				

12.3 Training of Personnel at En Route Locations on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**
b. Disable satellite transponders that are installed on selected unit equipment/cargo or vehicles in convoys?				
c. Install satellite transponders on selected unit equipment/cargo or vehicles in convoys?				

ADDITIONAL COMMENTS

12.4 Collection and Reporting of ITV Movement Data				
	YES	**NO**	**N/A**	
This sub-section only includes evaluation questions for capturing ITV data from RFID tags. RFID tag readers/interrogators can be installed to automatically capture the tag data when vehicles, convoys, or trains pass. Although Smart Cards for deploying soldiers and MSLs on unit equipment and cargo could be scanned at en route locations such as rest stops or refueling points, this procedure is considered manpower intensive and may require a halt in movement. The Theater ITV Plan may or may not require reporting of en route movement information to GTN.				
1. Are RFID tag readers/interrogators installed at the en route location?				
If answer to question 1 is NO, proceed to question 5 in this sub-section. If answer to question 1 is YES, continue on in this sub-section.				
2. When RFID tagged unit equipment, vehicles, rolling stock, 463L pallets, and containers pass by a RFID tag reader/interrogator at an en route location, is the interrogated ITV movement data being automatically reported to the appropriate CONUS/ Regional ITV Server?				
3. Does the CONUS/Regional ITV Server pass interrogated RFID tag data to GTN and JTAV expeditiously?				
4. Does the interrogated RFID tag ITV movement data for the unit appear in GTN within one hour of the event?				

12.4 Collection and Reporting of ITV Movement Data				
	YES	**NO**	**N/A**	**COMMENTS**
5. Is satellite transponder location information relating to convoy movements being reported to the appropriate CONUS/Regional ITV Server?				

ADDITIONAL COMMENTS

12.5 Quality Control				
		NO	**N/A**	

1. If RFID tag readers/interrogators are installed, are quality control procedures in place and being followed by designated support personnel at the en route location to ensure that:
 	
    a. All RFID tag readers/interrogators are functioning properly?
 	
    b. RFID tag data is being interrogated and passed to the appropriate CONUS/Regional ITV Server automatically?				

ADDITIONAL COMMENTS

Section 13 – AIT in Integration Operations

13.1 ITV Support Plans				
	YES		**N/A**	

1. At the TAA/other integration location, does the Theater ITV Plan or ASCC require ITV movement reporting to GTN for:
 	
    a. Arriving unit equipment and cargo?
 	
    b. Arriving unit soldiers?
 	
(Note: For unit strategic movements, the DOD AIT Implementation Plan requires that the arrival and departure of unit equipment, cargo, and personnel at all nodes from origin to destination be visible in GTN within one hour of the event. The TAA/other integration location is considered a node.)				

2. Has the TSC designated a TAA support element to manage and/or coordinate AIT activities at the TAA/other designated integration location?				
3. Has the ASCC and tactical command determined the types of AIT devices that will be employed at the TAA/other integration locations?				
4. Has the Theater ITV Plan or ASCC established procedures for disposition/recovery of AIT devices at the TAA/other integration locations?				

ADDITIONAL COMMENTS

13.2 Installing RFID Tag Readers/Interrogators at the TAA/Other Designated Integration Location				
	YES	**NO**	**N/A**	**COMMENTS**

1. At the TAA/other designated integration location, are fixed or mobile RFID tag readers/interrogators set up at locations such as:
 	
    a. Highway arrival gates?
 	
    b. Rail arrival gates?
 	
    c. Barge arrival area?				

13.2 Installing RFID Tag Readers/Interrogators at the TAA/Other Designated Integration Location				
	YES	**NO**	**N/A**	**COMMENTS**
d. Airfields within the TAA that will receive cargo?				
If no RFID tag readers/interrogators are installed at the TAA/other designated integration location, proceed to sub-section 13.3. If any answers to question 2 are YES continue on in this sub-section.				

2. At the TAA/other designated integration location:
 	
   a. Is the RFID host computer registered with the appropriate CONUS/Regional ITV Server to allow for correct routing of ITV movement data? (Source: TIPS Users Manual)
 	
   b. Are RFID tag readers/interrogators correctly set to collect tag data? (Note: Location, function, and purpose of the RFID tag reader/interrogator must be considered. RFID tag readers/interrogators can be set either in a continuous or intermittent mode.) (Source: Lessons Learned, Exercise Foal Eagle 1999 Deployment)
 	
   c. Are the RFID tag readers/interrogators positioned so there is no electro-magnetic interference caused by obstacles or high voltage equipment? (Source: PM AIT CD containing RFID Multimedia Training Package)
 	
   d. Are the RFID tag readers/interrogators positioned high enough to accurately read tags on vehicles, containers, and pallets? (Source: PM AIT CD containing RFID Multimedia Training Package)
 	
   e. Are any RF relays located more than 1.5 miles apart? (Note: Distances greater then 1.5 miles may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)
 	
   f. Are there tall buildings or hills between the RF relays and other RFID tag readers/interrogators that impede their line of sight? (Note: Obstructions may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)
 	
   g. Are the RF relays too near other RF emitting equipment (not AIT equipment) – thus causing RFID tag				

13.2 Installing RFID Tag Readers/Interrogators at the TAA/Other Designated Integration Location				
	YES	**NO**	**N/A**	**COMMENTS**
reading interference? (Note: Interference may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)				

ADDITIONAL COMMENTS

13.3 Training of Personnel at the TAA/Other Designated Integration Location on AIT Devices				
		NO	**N/A**	**COMMENTS**
If no support element has been designated to manage and/or coordinates activities at the TAA/other integration location, proceed to sub-section 13.4.				

1. Has the TAA support element been tasked by the TSC or ASCC to:
 	
    a. Scan the MSLs that are affixed to unit equipment and cargo items arriving at the TAA/other designated integration location?
 	
    b. Input the scanned MSL related equipment and cargo data into TC-AIMS II?
 	
    c. Pass ITV movement data to GTN within one hour after unit equipment and cargo items arrive at the TAA/other designated integration location?
 	
    d. Scan the Smart Cards for all unit soldiers arriving at the TAA/other integration location?
 	
    e. Input the scanned Smart Card data for the arriving unit soldiers into TC-AIMS II?
 	
    f. Pass ITV movement data to GTN within one hour after the unit soldiers arrive at the TAA/other integration location?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-				

13.3 Training of Personnel at the TAA/Other Designated Integration Location on AIT Devices				
	YES	NO	N/A	COMMENTS
AIMS II questions.)				
If all answers to question 1 are NO, proceed to sub-section 13.4. If there are any YES answers to question 1, continue on in this sub-section.				

2. Des the TAA support element have:
 	
    a. A TC-AIMS II equipped computer with appropriate RFID tag writing software? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
    b. MSL scanning devices such as a HHI/mobile reader?
 	
    c. A Smart Card scanning capability?				

3. Within the TAA/other designated integration location, are personnel from the TAA support element able to successfully accomplish MSL and Smart Card scanning responsibilities at the:
 	
    a. Equipment marshaling areas?
 	
    b. Convoy arrival areas?
 	
    c. Passenger arrival areas?				

4. Are designated personnel from the TAA support element able to effectively troubleshoot the RFID tag reader/interrogator:
 	
    a. When no LEDs are illuminated?
 	
    b. When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package)				

5. Are designated personnel from the TAA support element able to remove and disable satellite transponders that are mounted on unit equipment/cargo or on vehicles transporting equipment or cargo? (Note: This action will be based on TSC or ASCC policy.)				

ADDITIONAL COMMENTS

13.4 Collection and Reporting of ITV Movement Data				
		NO	N/A	COMMENTS

1. At the TAA/other integration location, does the Theater ITV Plan or ASCC require ITV movement reporting to GTN for:
 	
    a. Arriving unit equipment and cargo?
 	
    b. Arriving unit soldiers?
 	
(Note: For unit strategic movements, the DOD AIT Implementation Plan requires that the arrival and departure of unit equipment, cargo, and personnel at all nodes from origin to destination be visible in GTN within one hour of the event. The TAA/other integration location is considered a node.)				

If all answers to question 1 are NO, proceed to question 6 in this sub-section. If any answers to question 1 are YES, continue on in this sub-section.				
2. When RFID tagged vehicles, equipment, containers, rolling stock, or 463L pallets arrive at the TAA/other designated integration location, are the tags interrogated by an RFID tag reader/interrogator?				
If answer to question 2 is NO proceed to question 6 in this sub-section. If answer to question 2 is YES continue on in this sub-section.				
3. Is the interrogated RFID tag data sent to the appropriate CONUS/Regional ITV Server automatically?				
4. Does the CONUS/Regional ITV Server pass the interrogated RFID tag data to GTN and JTAV expeditiously?				
5. Is the interrogated RFID tag ITV movement data visible in GTN within one hour of the event?				
6. Do designated personnel from the TAA support element:				

a. Scan the MSLs that are affixed to all arriving unit equipment and cargo items?				
b. Enter the scanned MSL data into TC-AIMS II?				
c. Report ITV movement data to GTN within one hour after unit equipment and cargo items arrive?				
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				
7. Do designated personnel from the TAA support element:				
a. Scan the Smart Cards for all arriving unit soldiers?				
b. Input the scanned Smart Card data for the unit soldiers into TC-AIMS II?				
c. Pass the ITV movement data to GTN within one hour after arrival of the unit soldiers?				
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

ADDITIONAL COMMENTS

13.5 Removal and Management of RFID Tags and Satellite Transponders				
	YES		N/A	
1. After RFID tagged vehicles, rolling stock, equipment, containers, or 463L pallets arrive at the TAA/other designated integration location and the tags are read for the final time, do designated personnel from the TAA support element or deploying unit:				
a. Remove the RFID tags from the equipment and cargo items if directed to do so by the Theater ITV Plan or ASCC policy? (Note: Under exercise conditions, the				

13.5 Removal and Management of RFID Tags and Satellite Transponders				
	YES	NO	N/A	COMMENTS
RFID tags may remain on the equipment and cargo items to allow for efficient use of the same tags during redeployment. Under non-exercise conditions where the deploying unit will be employed in the theater of operations for an extended period of time, the RFID tags could be removed and used to support theater operations.)

    b. Deactivate/"power down" the RFID tags?

    c. Recycle the RFID tags for reuse based on the Theater ITV Plan or ASCC policy? (Note: Under exercise conditions, the tags may be collected and held for redeployment operations. Under non-exercise conditions where the deploying unit will be employed in the theater of operations for an extended period of time, the RFID tags may be required to support other deploying units or the tags may be used to support intra-theater sustainment operations.)

(For each action above, use COMMENTS column to specify whether the action is accomplished by the TAA support element or the deploying unit.) | | | | |
| 2. When unit equipment, designated convoy vehicles, or CULT vehicles equipped with satellite transponders arrive at the TAA/other designated integration location, do designated personnel from the TAA support element or deploying unit (if required by the Theater ITV Plan or ASCC):

    a. Remove the installed satellite transponders?

    b. Disable the satellite transponders?

    c. Recycle the satellite transponders based on Theater ITV Plan or ASCC policy?

(Use COMMENTS column to specify whether the satellite transponders were installed on equipment or cargo items, convoy vehicles, or CULT vehicles. Also use COMMENTS column to specify whether the transponders are removed by the TAA support element or the deploying unit.) | | | | |

ADDITIONAL COMMENTS

13.6 Quality Control				
	YES		**N/A**	
1. Do designated personnel from the TAA support element or deploying unit ensure: a. RFID tags are removed and disposed of in accordance with the Theater ITV Plan or ASCC policy? b. RFID tags are deactivated/"powered down" after they are removed from deploying equipment and cargo items? c. Satellite transponders are removed and disposed of in accordance with the Theater ITV Plan or ASCC policy? d. Satellite transponders are deactivated/"powered down" after they are removed from deploying equipment and cargo items? e. Damaged and inoperative RFID tags are disposed of in accordance with the Theater ITV Plan or ASCC policy? f. Damaged and inoperative satellite transponders are disposed of in accordance with the Theater ITV Plan or ASCC policy?				

ADDITIONAL COMMENTS

Section 14 – AIT Actions in OCONUS Intra-Theater Convoy and Rail Deployments to Theater Destinations

14.1 Deployment Routing				
		NO		**COMMENTS**
This section deals with surface deployments that originate in one part of the theater and end in another part of the theater. AIT preparation and execution activities for these intra-theater convoy and rail deployments are essentially the same as for surface movement activities previously covered. This section refers the evaluator/user to the applicable checklist supporting intra-theater convoy and rail deployments.				
1. Is the deploying unit planning on moving from an OCONUS home station/installation via surface transportation to a destination in another part of the theater?				
If answer to question 1 is YES, proceed to sub-section 14.2. If answer to question 1 is NO, proceed to Section 15.				

ADDITIONAL COMMENTS

14.2 AIT Pre-Deployment Planning				
	YES	**NO**		**COMMENTS**
14.2.1 Installation ITV Support Plan, Garrison SOPs, Unit TACSOPs				
Proceed to Section 1 (AIT Pre-Deployment Planning) and refer to sub-sections 1.4.2 (Installation ITV Support Plan), 1.4.3 (Garrison Standard Operating Procedures), and 1.4.4 (Unit Tactical Standard Operating Procedures). After completing the checklists in these sub-sections, proceed to sub-section 14.2.2.				
14.2.2 Access to GTN, JTAV, and CONUS/Regional ITV Servers				
Proceed to Section 1 (AIT Pre-Deployment Planning) and refer to sub-section 1.5 (Access to GTN, JTAV, and CONUS/Regional ITV Servers). After completing the checklist in this sub-section, proceed to sub-section 14.3.				

ADDITIONAL COMMENTS

14.2.1 Installation ITV Support Plan, Garrison SOPs, and Unit TACSOPs

14.2.2 Access to GTN, JTAV, and CONUS/Regional ITV Servers

14.3 Issue of AIT Devices and Guidelines for Installation of AIT Equipment				
	YES		N/A	COMMENTS
14.3.1 Issue of AIT Devices				
Proceed to Section 2 (Issue of AIT Devices and Guidelines for Installation of AIT Equipment) and refer to sub-section 2.1 (Issue of AIT Devices). After completing the checklist in this sub-section, proceed to sub-section 14.3.2.				
14.3.2 Guidelines for the Installation of AIT Equipment				
Proceed to Section 2 (Issue of AIT Devices and Guidelines for Installation of AIT Equipment) and refer to sub-section 2.2 (Guidelines for the Installation of AIT Equipment). After completing the checklist in this sub-section, proceed to sub-section 14.4.				

ADDITIONAL COMMENTS

14.3.1 Issue of AIT Devices

14.3 2 Guidelines for the Installation of AIT Equipment

14.4 Training of Personnel at the Deploying Unit and Installation on AIT Devices				
	YES	NO	N/A	
14.4.1 AIT Training Requirements				
Proceed to Section 3 (Training of Personnel at the				

14.4 Training of Personnel at the Deploying Unit and Installation on AIT Devices				
	YES	NO	N/A	COMMENTS
Deploying Unit and Installation/Mobilization Station on AIT Devices) and refer to sub-section 3.1 (AIT Training Requirements). After completing the checklists in this sub-section, proceed to sub-section 14.4.2.				
14.4.2 Quality Control				
Proceed to Section 3 (Training of Personnel at the Deploying Unit and Installation/Mobilization Station on AIT Devices) and refer to sub-section 3.2 (Quality Control). After completing the checklist in this sub-section, proceed to sub-section 14.5.				

ADDITIONAL COMMENTS

14.4.1 AIT Training Requirements

14.4.2 Quality Control

14.5 AIT in Deployment Operations at the Home Station/Installation				
	YES		N/A	
14.5.1 Export of UDLs and ATCMDs				
Proceed to Section 4 (AIT in Deployment Operations at the Home Station/Installation/Mobilization Station) and refer to sub-section 4.2 (Creation and Processing of UDLs and ATCMDs). After completing the checklist in this sub-section, proceed to sub-section 14.5.2.				
14.5.2 Creation of RFID Tags, MSLs, and Smart Cards at the Home Station/Installation				
Proceed to Section 4 (AIT in Deployment Operations at the Home Station/Installation/Mobilization Station) and refer to sub-section 4.3 (Creation of RFID Tags, MSLs, and Smart Cards at the Home Station/Installation/ Mobilization Station). After completing the checklist in this sub-section, proceed to sub-section 14.5.3				

14.5 AIT in Deployment Operations at the Home Station/Installation				
	YES	**NO**	**N/A**	**COMMENTS**
14.5.3 Affixing MSLs and RFID Tags to Unit Equipment, 463L Pallets, Containers, Vehicles, and Rolling Stock				
Proceed to Section 4 (AIT in Deployment Operations at the Home Station/Installation/Mobilization Station) and refer to sub-section 4.4 (Affixing MSLs and RFID Tags to Unit Equipment, 463L Pallets, Containers, Vehicles, and Rolling Stock). After completing the checklist in this sub-section, proceed to sub-section 14.5.4				
14.5.4 Satellite Tracking Requirements				
Proceed to Section 4 (AIT in Deployment Operations at the Home Station/Installation/Mobilization Station) and refer to sub-section 4.5 (Satellite Tracking Requirements). After completing the checklist in this sub-section, proceed to sub-section 14.5.5				
14.5.5 ITV Departure Reporting for Unit Soldiers				
Proceed to Section 4 (AIT in Deployment Operations at the Home Station/Installation/Mobilization Station) and refer to sub-section 4.6 (ITV Departure Reporting for Unit Soldiers). After completing the checklist in this sub-section, proceed to sub-section 14.5.6				
14.5.6 ITV Departure Reporting for Unit Equipment and Cargo				
Proceed to Section 4 (AIT in Deployment Operations at the Home Station/Installation/Mobilization Station) and refer to sub-section 4.7 (ITV Departure Reporting for Unit Equipment and Cargo). After completing the checklist in this sub-section, proceed to sub-section 14.5.7				
14.5.7 Quality Control				
Proceed to Section 4 (AIT in Deployment Operations at the Home Station/Installation/Mobilization Station) and refer to sub-section 4.8 (Quality Control). After completing the checklist in this sub-section, proceed to sub-section 14.6.				

ADDITIONAL COMMENTS

14.5.1 Export of UDLs and ATCMDs

14.5.2 Creation of RFID Tags, MSLs, and Smart Cards at the Home Station/Installation

14.5.3 Affixing MSLs and RFID Tags to Unit Equipment, 463L Pallets, Containers, Vehicles, and Rolling Stock
14.5.4 Satellite Tracking Requirements
14.5.5 ITV Departure Reporting for Unit Soldiers
14.5.6 ITV Departure Reporting for Unit Equipment and Cargo
14.5.7 Quality Control

14.6 Collection and Reporting of ITV Movement Data at Locations En Route to TSB				
	YES	NO	N/A	
Proceed to Section 5 (AIT Actions En Route to the APOE/SPOE) and refer to sub-section 5.4 (Collection and Reporting of ITV Movement Data). After completing the checklist in this sub-section, proceed to sub-section 14.7.				
ADDITIONAL COMMENTS				

14.7 Drawing APS-Land Equipment				
	YES		N/A	COMMENTS
1. Does the unit draw APS-Land equipment at the APS-Land equipment draw site?				
If answer to question 1 is NO, proceed to sub-section 14.8. If answer to question 1 is YES, proceed to Section 11 (AIT Actions at the APS-Land Equipment Draw Site). After completing the checklists in Section 11, proceed to sub section 14.8.				

ADDITIONAL COMMENTS

14.8 Movement of Unit Soldiers, Equipment, and Cargo through the TSB				
		NO	**N/A**	**COMMENTS**
14.8.1 Deployment Routing				
1. Does the unit move through the TSB?				
If answer to question 1 is NO, proceed to sub-section 14.9. If answer to question 1 is YES, proceed to sub-section 14.8.2.				
14.8.2 Movement of Unit Soldiers through the TSB				
Proceed to Section 10 (AIT in Staging Operations) and refer to sub-section 10.4 (Movement of Unit Soldiers through the TSB). After completing the checklist in this sub-section, proceed to sub-section 14.8.3.				
14.8.3 Movement of Unit Equipment and Cargo through the TSB				
Proceed to Section 10 (AIT in Staging Operations) and refer to sub-section 10.5 (Movement of Unit Equipment and Cargo through the TSB). After completing the checklist in this sub-section, proceed to sub-section 14.8.4.				
14.8.4 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the TSB				
Proceed to Section 10 (AIT in Staging Operations) and refer to sub-section 10.7 (Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the TSB). After completing the checklist in this sub-section, proceed to sub-section 14.8.5.				
14.8.5 Quality Control				
Proceed to Section 10 (AIT in Staging Operations) and refer to sub-section 10.8 (Quality Control). After completing the checklist in this sub-section, proceed to sub-section 14.9.				

ADDITIONAL COMMENTS

14.8.1 Deployment Routing

14.8.2 Movement of Unit Soldiers through the TSB

14.8.3 Movement of Unit Equipment and Cargo through the TSB

14.8.4 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the TSB

14.8.5 Quality Control

14.9 Collection and Reporting of ITV Movement Data at Locations En Route to TAA/Other Integration Locations				
	YES	NO	N/A	
Proceed to Section 12 (AIT in Onward Movement Operations) and refer to sub-section 12.4 (Collection and Reporting of ITV Movement Data). After completing the checklist in this sub-section, proceed to sub-section 14.10.				
ADDITIONAL COMMENTS				

14.10 Movement of Unit Soldiers, Equipment, and Cargo through the TAA/Other Integration Location				
	YES		N/A	
14.10.1 Collection and Reporting of ITV Movement Data				
Proceed to Section 13 (AIT in Integration Operations) and refer to sub-section 13.4 (Collection and Reporting of ITV Movement Data). After completing the checklist, proceed to sub-section 14.10.2.				
14.10.2 Removal and Disposal of RFID Tags and Satellite Transponders				
Proceed to Section 13 (AIT in Integration Operations) and refer to sub-section 13.5 (Removal and Management of RFID Tags and Satellite Transponders). After				

14.10 Movement of Unit Soldiers, Equipment, and Cargo through the TAA/Other Integration Location				
	YES	**NO**	**N/A**	**COMMENTS**
completing the checklist, proceed to sub-section 14.10.3.				
14.10.3 Quality Control				
Proceed to Section 13 (AIT in Integration Operations) and refer to sub-section 13.6 (Quality Control).				

ADDITIONAL COMMENTS

14.10.1 Collection and Reporting of ITV Movement Data

14.10.2 Removal and Management of RFID Tags and Satellite Transponders

14.10.3 Quality Control

Section 15 - ITV Query Capabilities

15.1 ITV Query Preparation Actions				
	YES	**NO**	**N/A**	**COMMENTS**
Questions in this section are applicable to personnel assigned to Supported CINC, ASCC, MACOMs, deploying units, installations [PPPs and PSPs], DSTs, DACGs, AACGs, PSAs, SPOE/SPOD activities, APOE/APOD activities, TSC organizations, TSB activities, theater transportation and theater movement control units, and other organizations involved in deployment management and execution. This section covers ITV queries that are based on AIT source data that is discussed in the previous sections. Query capabilities in the following systems are included: TC-AIMS II, CONUS/Regional ITV Servers, GTN, and JTAV.				
1. Have personnel who must perform ITV queries obtained approved log-ins and passwords in order to gain access to: a. GTN? (Note: Access requires a password-See URL https://www.gtn.transcom.mil) b. JTAV? (Note: Access requires a password. User must gain access to a specific Joint Command version of JTAV. For example, the URL for JTAV Korea is at: https://143.138.70.161/c4i/JTAVWB_jtav) c. USAREUR Regional ITV Server? (Access requires a password. The URL for this server is at: http://www.dcslog.hqusareur.army.mil) d. EUSA/USFK Regional ITV Server? (Access is not password protected at present time. The URL for this server is at: http://147.242.140.92/) e. CONUS ITV Server? The URL for this server is TBD.				
2. Are personnel who are performing queries aware of the capabilities of query sources such as the CONUS/Regional ITV Server, JTAV, and GTN? For example, are they aware that: a. The CONUS and Regional ITV Servers have been established to display interrogated data from RFID tags and satellite transponders? There are three servers				

15.1 ITV Query Preparation Actions				
	YES	NO	N/A	COMMENTS

– one in Korea, one in Europe, and one in the CONUS. The server information is web based and user permissions (if required) can be obtained from the appropriate offices maintaining the data in the servers. There are also many useful "canned" queries on the servers which are easy to use. The CONUS/Regional ITV Servers pass interrogated RFID tag data to both GTN and JTAV.
 	
    b.   JTAV is a joint system that contains total asset visibility data relating to movements, requisitions, supplies, and personnel? Access to JTAV is controlled by specific Unified Commands (USPACOM, USCENTCOM, USEUCOM, and USJFCOM). The database at each Joint Command is unique to that command. Data sources for JTAV are the logistics, personnel, and medical systems from the services as well as data input from DLA, GTN, and the CONUS/ Regional ITV Servers.
 	
    c. GTN is a USTRANSCOM system located at Scott Air Force Base, Illinois and contains movement as well as requisition information? Access to GTN is controlled by the GTN administrator at Scott Air Force Base. Data sources for GTN include TC-ACCIS, (and TC-AIMS II when it becomes operational), GATES/ RGATES, GDSS, WPS, and the CONUS/Regional ITV Servers.				

3. Are personnel performing ITV queries in GTN, JTAV, and the CONUS/Regional ITV Servers knowledgeable of the advantages and disadvantages of querying using different data elements? For example:
 	
    a. When accessing GTN, an excellent method to obtain unit move ITV status is by UIC, ULN, or use of "wildcard" characters to specify the unit move related TCNs you want to view? An example of a "wildcard" unit move TCN is "AWNA2T0$" where "A" represents Army, "WNA2T0" represents a UIC, and "$" identifies a unit move.
 	
    b. When accessing JTAV, one of the best methods to find ITV status on a specific TCN is by entering the TCN or a "wildcard" version of the TCN?				

15.1 ITV Query Preparation Actions				
	YES	**NO**	**N/A**	**COMMENTS**
c. When accessing the CONUS/Regional ITV Servers, querying by RFID Tag Number is not always the best query method? The RFID tag number may have changed or the tag may have been removed from a piece of equipment/cargo, thus causing the query results to be misleading.				

ADDITIONAL COMMENTS

15.2 DOD ITV Movement Reporting Standards				
	YES	**NO**	**N/A**	**COMMENTS**

1. For unit movements supporting force projection operations, are the following ITV movement reporting criteria being met at all nodes from origin to destination?
 	
    a. ITV equipment and cargo movement data should be visible in GTN within one hour of the unit arrival or departure event. .
 	
    b. ITV passenger movement data should be visible in GTN within one hour of the unit arrival or departure event.				

2. For sustainment cargo movements supporting force projection operations, are the following ITV movement reporting criteria being met at all nodes from origin to destination?
 	
    a. Movement data should be visible in GTN within one hour of the ITV arrival or departure event for sustainment airlift cargo movements.
 	
    b. Movement data should be visible in GTN within two hours of the ITV arrival or departure event for sustainment cargo movements originating and ending in the theater or CONUS.
 	
    c. Movement data should be visible in GTN within				

15.2 DOD ITV Movement Reporting Standards				
	YES	**NO**	**N/A**	**COMMENTS**
four hours of the ITV arrival or departure event for sustainment sealift cargo movements.				

ADDITIONAL COMMENTS

15.3 TC-AIMS II ITV Queries				
	YES	**NO**	**N/A**	**COMMENTS**

1. After RFID tags are written are personnel able to use the "InfoMaker" feature of TC-AIMS II to produce a listing that correlates:
 	
    a. RFID tag number and lead TCN?
 	
    b. RFID tag number and UIC (if UIC was written into tag)?
 	
    c. RFID tag number and ULN (if ULN was written into tag)?
 	
    d. RFID tag number and Unit Name (if unit name was written into tag)?
 	
    e. RFID tag number and Consignee (if consignee was written into tag)?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

ADDITIONAL COMMENTS

15.4 CONUS/Regional ITV Server Queries				
	YES	**NO**	**N/A**	**COMMENTS**
1. Are personnel able to access AIT related ITV data in				

15.4 CONUS/Regional ITV Server Queries				
	YES	**NO**	**N/A**	**COMMENTS**

the appropriate CONUS/Regional ITV Server (currently USFK ITV Server for Korea and USAREUR ITV Server for Europe) and perform queries such as:
 	
   a. ITV/RF Query by Key Data Elements? (Note: User can query by DODAAC, Document Number, TCN, Interrogator Name/Location, Consignee, Consignor, NSN, NIIN, Item Nomenclature, RFID Tag Number, Container/ 463L Pallet Number, or on Free Text information.)
 	
   b. Shipment Query? (Note: User can query by Lead TCN, Document Number, Consignee, NSN, and/or Item Nomenclature.)
 	
   c. ITV List Query? (Note: User can obtain list of RFID Tag Numbers, Document Numbers, TCNs, or Consignees.)
 	
   d. ITV/RF Summary Reports and Analysis? (Note: User can obtain listing of all TCNs or RFID tags for a specific RFID tag reader/interrogator location between two dates.)
 	
   e. Site Summary of Choke/Burn? (Note: User can obtain the number of RFID tags that were written at a specific site as well as the number of tags that were interrogated at specific transit points.)
 	
   f. ITV Transportation Network History? (Note: User can obtain listing of RFID tag information for the previous 30 days that reflects complete write and read history for all tags to include date and time that the tag reached final destination.)
 	
   g. ITV Transportation Network History for a Specific Exercise? (Note: User can obtain listing of applicable RFID tag information for a specific exercise. Information includes RFID Tag Number, Lead TCN, Consignee (UIC), date and time tag was written, and the dates and times tag passed by interrogators at the origin, POE, POD, and in-theater locations all the way to destination/TAA.)				

15.4 CONUS/Regional ITV Server Queries				
	YES	**NO**	**N/A**	**COMMENTS**
h. ITV/RF Tag Close Out Statistics Report? (Note: User can obtain reports entitled DODAACs for Each Interrogator Site, Tag Close for Previous 30 Days, Tags "Burned" with Matching Site DODAACs – Past 7 Days, Tag Close Out Statistics, and Average Shipment Time Per DODAAC.) i. ITV/RF Network Management Report? (Note: User can obtain reports entitled Choke/Burn Station Status, Total Tag Transactions by Month, Today's Tag Transaction Counts, Today's Tag Report, Yesterday's Tag Transaction Count, Yesterday's Tag Report, Previous 7 Days Tag Transaction Counts, Previous 7 Days Tag Report, ITV Server Information, and Low Battery Tags.)				
2. Are personnel able to access satellite tracking system related ITV data in the appropriate Regional ITV Server? (For example, in the USAREUR Regional ITV Server, satellite tracking system data is integrated with the RFID tag data.)				

ADDITIONAL COMMENTS

15.5 JTAV ITV Queries				
	YES	**NO**	**N/A**	**COMMENTS**

1. Are personnel able to access AIT related ITV data in the appropriate Theater JTAV Server and perform queries such as:
 	
  a. Transportation Query? (Note: User can obtain a multitude of transportation information related to AIT source data. After selecting "Transportation" from the main JTAV menu, several types of transportation queries are displayed. A number of transportation related queries contain RFID tag data.)
 	
  b. RFID Tag (ITV) Query? (Note: User can obtain movement information that has been written onto RFID tags. User can perform query by entering one of the				

15.5 JTAV ITV Queries				
	YES	**NO**	**N/A**	**COMMENTS**
following pieces of data: Consignee [UIC for unit move], Consignor, Container Number, Document Number, Interrogator Identification, NIIN, NSN, Nomenclature, TCN, Lead TCN, or RFID Tag Number.) Ad Hoc RFID Tag queries include: (1) RFID Tag (ITV) Intransit Information Ad Hoc Query. (Note: User can obtain the following data: Carrier Code, Commodity Class, Consignee, Consignor, Container Number, Free Text Information, Hazardous Material Code, Lead TCN, Operation Name, POD Code, POE Code, Service, Shipment Type, RFID Tag Number, and Transportation Priority. User can query by entering one of following pieces of data: Consignee [UIC for unit move], Container Number, Lead TCN, POD Code, or RFID Tag Number.) (2) RF Tag (ITV) Commodity Item Identification Ad Hoc Query. (Note: User can obtain the following data: Class of Supply, Condition Code, Document Number, FSC, Lead TCN, LIN, NSN, NIIN, Nomenclature, Quantity, RIC, Short Nomenclature, RFID Tag Number, UI, and Unit Price. User can query by entering one of the following pieces of data: Class of Supply, Document Number, LIN, NSN, NIIN, Nomenclature, RIC, Short Nomenclature, or RFID Tag Number.) c. Enhanced Transportation Queries? Three different queries are possible: (1) Assets Tracking Query. (Note: User can obtain the following data: TCN, Wt, Cube, Container Number, POE, POD, Consignee [UIC for unit move], Consignor, and MILSTAMP Records. User can query by entering following AIT related data: RFID Tag Number, Satellite Transponder Identification, UPS Tracking Number, or FEDEX Tracking Number.) (2) Units Query. (Note: User can obtain Unit Move TCNs as well as associated NSNs and Nomenclatures by querying by UIC or ULN. If system is queried by DODAAC, the user can obtain a list of the TCNs that are awaiting movement at a depot or port, en				

15.5 JTAV ITV Queries				
	YES	**NO**	**N/A**	**COMMENTS**

route, or recently arrived.)
 	
    (3) Interrogator Geographic Location Query. (Note: User can obtain Interrogator [RFID tag reader] information by querying complete or partial Interrogator Name/Description. Also, user can query by Interrogator Identification and obtain RFID Tag Numbers and Lead TCNs that have passed by interrogator in the last 7 days.)
 	
    d. Convoy Report? (Note: This report comes from Reports Menu. User can obtain convoy related information such as Convoy Control Number, Bumper Numbers, Transportation Identification Number, Number of Passengers, Number of Vehicles, Departure Location, Projected Destination, and RFID Tag Number. User selects dates for convoy information. Information is from the applicable satellite tracking system.)				

2. Are personnel able to access satellite tracking system related ITV data in the appropriate Theater JTAV Server and perform queries such as the:
 	
    a. USAREUR Ground Satellite Tracking System Query? (Note: This query can be performed by Bumper Number, Convoy Control Number, RF Tag Number, Start and End Dates, and by Satellite Transponder Number.)
 	
    b. USAREUR Convoy Report? (Note: This report comes from the Reports Menu. User can obtain convoy related information such as Convoy Control Number, Bumper Numbers, Transportation Identification Number, Number of Passengers, Number of Vehicles, Departure Location, Projected Destination, and RFID Tag Number. User selects dates for convoy information.)				

ADDITIONAL COMMENTS

15.6 GTN ITV Queries				
	YES	**NO**	**N/A**	**COMMENTS**

1. Are personnel able to access AIT related ITV data in GTN and perform queries such as the:
 	
    a. Unit Move UIC Query? (Note: This query can be accomplished by performing a "LOOK FOR" by specific UIC. The user can further qualify the query by restricting it to a specific ULN, Status, Location, and Date/Time. Data received for the query includes unit related cargo and passenger information such as Mode, Type Data Code, UIC, ULN, Number of Passengers, Number of Pieces of Equipment, Weight Relating to the Pieces of Equipment, Cube Relating to the Pieces of Equipment, Status, Location, and the As Of/Date and Time. The user can also "drill down" on the data element called "Number of Pieces" and cargo data for each piece of equipment will be displayed. Data available includes: TCN, RFID Tag Number, Lead TCN, ULN, UIC, Service Code, Commodity Code, Number of Pieces, Weight, Cube, Priority, POE, POD, Shipper DODAAC, Ship to DODAAC, Status Code, Location, As Of Date/Time, TAC Code, Ship Name, Square Footage, and Stow Location)
 	
    b. Cargo RFID Tag Query by TCNs Associated with a Specific UIC? (Note: This query can be accomplished by performing a "LOOK FOR" by RFID Tag Number and further qualifying the query by Lead TCN where the first 8 characters of the TCN are entered ("A + UIC + $"). The user can further qualify the query by restricting it to a specific Status, Location, and Date/Time. Data received for the query is listed by RFID Tag Number and includes unit related cargo information such as Lead TCN, ULN, UIC, Number of Shipment Units, Commodity Code, POE, POD, Shipper DODAAC, Ship To DODAAC, Location, Latitude, Longitude, As of Date/Time, HAZMAT Code, Service, Shipment Type, and Remarks. If desired, the user can "drill down" on specific data elements in order to obtain more detailed information.)
 	
    c. Cargo RFID Tag Query by UIC? (Note: This query can be accomplished by performing a "LOOK FOR" by RFID Tag Number and further qualifying the				

15.6 GTN ITV Queries				
	YES	NO	N/A	COMMENTS

query by a specific UIC. This query is similar to the "Cargo RFID Tag Query by TCNs Associated with a specific UIC" [see 1b above] except it is qualified by UIC.)
 	
    d. Cargo RFID Tag Query by ULN? (Note: This query can be accomplished by performing a "LOOK FOR" by RFID Tag Number and further qualifying the query by a specific ULN. This query is similar to the "Cargo RFID Tag Query by UIC" [see 1c above] except it is qualified by ULN.)
 	
    e. Cargo "Wildcard" TCN Query By UIC? (Note: This query can be accomplished by performing a "LOOK FOR" by "Wildcard" TCN where user enters "A + UIC + $". The query can be further qualified by entering in a UIC, Status, Location, and Date/Time criteria. Data received back from the query includes similar data to item 1a above. If desired, the user can drill down on a specific piece of data to receive more detailed information.)
 	
    f. Cargo "Wildcard" TCN Query Qualified By ULN? (Note: This query can be accomplished by performing a "LOOK FOR" by "Wildcard" TCN where user enters "A + UIC + $". The query can be further qualified by entering in a ULN, Status, Location, and Date/Time criteria. Data received back from the query includes data similar to items 1a and 1e above. If desired, the user can drill down on a specific piece of data to get more detailed information.)
 	
    g. Passengers by UIC Query? (Note: This query can be accomplished by performing a "LOOK FOR" by Passenger Name. The query can be further qualified by entering in a UIC, Status, Location, and Date/Time criteria.				

ADDITIONAL COMMENTS

PART 2 – AIT IN REDEPLOYMENT OPERATIONS

Note to users: See Introduction at beginning of document for instructions on how to use the AIT Evaluation Guide.

Section 1 – Planning and Preparation Actions for Use of AIT During Redeployment

1.1 JFC/ASCC/ARFOR Planning				
	YES	NO	N/A	COMMENTS
1.1.1 JFC Planning				

1. Has the JFC/J-4 published:
 	
    a. Guidance relating to the use of AIT during redeployment operations?
 	
    b. A Theater Redeployment ITV Plan?
 	
(Note: Theses actions would normally be accomplished by the Joint Movements Center if one is formed.)				

1.1.2 ASCC/ARFOR Planning and Preparation				

1. Has the ASCC/ARFOR:
 	
    a. Developed plans/procedures that implements AIT guidance and ITV planning policies established by the JFC?
 	
    b. Clearly defined the redeployment flow?
 	
    c. Identified the assembly areas (AA), redeployment assembly areas (RAA), TSBs, and APOE/SPOE marshaling areas (MA) through which redeploying units may pass?
 	
    d. Ensured that an effective AIT infrastructure is in place which will support the automatic data capture of units as they redeploy from the theater?
 	
    e. Ensured that an effective AIT infrastructure is in place which will support the automatic data capture of APS-Land equipment when it leaves the control of the redeploying unit and returns to a storage site in the theater of operations?
 	
    f. Directed or coordinated the provision of required AIT devices, communications support, and power for				

1.1 JFC/ASCC/ARFOR Planning				
	YES	**NO**	**N/A**	**COMMENTS**
the TSC and redeploying units? g. Developed and published the rail load plan based on the TPFDD and corresponding UDLs?				

2. Has the ASCC/ARFOR assigned redeployment support responsibilities:
 	
    a. To the TSC when the redeployment will take place in a mature theater of operations?
 	
    b. To task-organized elements in a less mature theater of operations?
 	
    c. Other organizations as necessary?				

ADDITIONAL COMMENTS

1.1.1 JFC Planning

1.1.2 ASCC/ARFOR Planning and Preparation

1.2 TSC Planning and Preparation				
	YES	**NO**	**N/A**	**COMMENTS**
1. Has the TSC been designated by the ASCC/ARFOR as the command element responsible for redeployment support?				
If answer to question 1 is YES, continue on in this sub-section. If answer to question 1 is NO, identify the designated command in the COMMENTS column. Then answer the questions beginning with question 2 in this sub-section. Substitute the appropriate Command name for TSC.				

2. Has the TSC/other designated command:
 	
    a. Modified the Theater Distribution Plan in order to meet the JFC's redeployment priorities?
 	
    b. Developed the Army's portion of the Theater Redeployment ITV Plan? (Note: This plan synchronizes				

1.2 TSC Planning and Preparation				
	YES	NO	N/A	COMMENTS
the assembly, reconstitution, and movement of unit equipment and cargo to theater APOEs/SPOEs.)				
c. Defined an ITV data collection infrastructure that supports the JFC/ASCC/ARFOR requirement for ITV movement data as units move to and process through theater APOEs/ SPOEs?				
d. Defined an ITV movement reporting scheme that ensures the timely reporting of ITV movement data to GTN for unit personnel and equipment flowing through redeployment transition locations such as assembly areas, staging bases, and APOEs/SPOEs?				
e. Established procedures for redeploying units to obtain required RFID tags? (Note: This procedure is necessary if the unit turned in their RFID tags at the TAA/other designated integration location during deployment.)				
f. Identified the redeployment routing that the redeploying units will follow during movement to the APOEs or SPOEs? (Note: This is based on the JFC or ASCC Redeployment Plan.)				
g. Addressed where MSLs, RFID tags, and satellite transponders will be created and affixed/mounted to unit equipment and cargo prior to actual movement to the APOE/SPOE?				
h. Established procedures for the turn-in and return of APS-Land equipment to the APS-Land equipment storage site?				
i. Established procedures for the turn-in and return of APS-3 equipment at the SPOE?				
j. Established procedures for the draw of applicable APS equipment by the redeploying unit from theater APS if the unit is moving to another theater to conduct operations? (Note: This action should be accomplished before the redeploying unit departs for marshaling areas at the APOE/SPOE?				
3. Has the TSC/other designated command identified				

1.2 TSC Planning and Preparation				
	YES	**NO**	**N/A**	**COMMENTS**
and provided guidance to redeploying units for accomplishing the following tasks (if applicable):				
a. Update the UDL for the redeployment?				
b. Update/create personnel manifest information for redeploying soldiers?				
c. Produce MSLs (if required) and affix to all applicable unit equipment and cargo?				
d. Obtain and write RFID tags and affix to all applicable unit equipment and cargo?				
e. Send RFID tag data to appropriate CONUS/ Regional ITV Server?				
f. Produce replacement Smart Cards for redeploying soldiers? (Note: This is in the event the original Smart Card is missing.)				
g. Send redeployment unit movement data (based on ASCC identified channels and guidance) to the appropriate AISs (e.g., GATES/RGATES for airlift moves and IBS/WPS for sealift moves) for the APOE to APOD and SPOE to SPOD portions of the redeployment? (This passing of data may be accomplished via disk to disk transfer of data.)				
h. Return APS-Land equipment prior to departing for marshaling areas at the APOE/SPOE?				
i. Return APS-3 equipment prior to departing from the SPOE?				
j. Draw required APS equipment from theater APS if redeploying to a new theater of operations.				

ADDITIONAL COMMENTS

1.3 Army MACOM Planning and Preparation				
		NO	N/A	COMMENTS
1. For CONUS returning units, has the Army MACOM, in coordination with the Supporting Installation (SI), established an AIT infrastructure that will capture ITV movement data for AC and RC unit personnel and equipment departing the APOD/SPOD and arriving at the destination installation/demobilization station/RC unit home station.				
2. For OCONUS returning units, has the Army MACOM, in coordination with the Area Support Group (ASG), established an AIT infrastructure that will capture ITV movement data for AC unit personnel and equipment departing the APOD/SPOD and arriving at the destination installation/demobilization station?				

ADDITIONAL COMMENTS

1.4 ASG/SI Planning and Preparation				
	YES	NO		COMMENTS

1. For OCONUS returning units, has the ASG or other designated command, in coordination with home installations, established:
 	
    a. An AIT infrastructure that will capture ITV movement data for redeploying unit personnel, equipment, and cargo departing APODs/SPODs, transiting en route support sites, and arriving at destination installations?
 	
    b. A reception and onward movement plan for unit soldiers, equipment, and cargo arriving at APODs/ SPODs and moving to destination installations?				

2. For CONUS returning AC and RC units, has the SI established: a. An AIT infrastructure that captures ITV movement data for redeploying unit personnel and equipment departing APODs/SPODs, transiting en route support sites, and arriving at destination installations/				

1.4 ASG/SI Planning and Preparation				
	YES	**NO**	**N/A**	**COMMENTS**
demobilization stations/RC unit home stations?				
b. A reception and onward movement plan for unit soldiers, equipment, and cargo arriving at APODs/ SPODs and moving to destination installations/ demobilization stations/RC unit home stations?				
3. Are any question 2 support functions contained in a inter-service or intra-service support agreement? Use the COMMENTS column in question 2 to identify the applicable support functions.				
ADDITIONAL COMMENTS				

1.5 ITV/AIT Support Plans for the POEs and PODs				
	YES	**NO**	**N/A**	**COMMENTS**
1. Has an AIT Integration Plan/ITV Support Plan that supports redeployment been developed by USTRANSCOM and/or its TCCs (MTMC and AMC)? Does the plan specify: a. How ITV movement data will be reported to GTN for unit equipment, cargo, and passengers departing from the APOEs? (Note: This unit movement data should be reported to GTN within one hour of the event.) b. How ITV movement data will be reported to GTN for unit equipment, cargo, and passengers departing from the SPOEs? (Note: This unit movement data should be reported to GTN within one hour of the event.) c. How ITV movement data will be captured at the APODs for arriving unit equipment, cargo, and passengers? d. How ITV movement data will be captured at the SPODs for arriving unit equipment, cargo, and				

1.5 ITV/AIT Support Plans for the POEs and PODs	YES	NO	N/A	COMMENTS
passengers?				
e. How ITV movement data will be reported to GTN for unit equipment, cargo, and passengers arriving at the APODs? (Note: This unit movement data should be reported to GTN within one hour of the event.) f. How ITV movement data will be reported to GTN for unit equipment, cargo, and passengers arriving at the SPODs? (Note: This unit movement data should be reported to GTN within one hour of the event.)				

2. Has an ITV/AIT Support Plan that supports redeployment been developed by the port operator (e.g., host base deployment support organization) at Non-USTRANSCOM APODs? Does the plan specify:
 	
    a. How ITV movement data will be captured at the APOD for arriving unit equipment, cargo, and passengers?
 	
    b. How ITV movement data will be reported to GTN for unit equipment, cargo, and passengers arriving at the APOD? (Note: This unit movement data should be reported to GTN within one hour of the event.)				

3. Has an ITV/AIT Support Plan that supports redeployment been developed by the port operator at Non-USTRANSCOM SPODs? Does the plan specify:
 	
    a. How ITV movement data will be captured at the SPOD for arriving unit equipment, cargo, and passengers?
 	
    b. How ITV movement data will be reported to GTN for unit equipment, cargo, and passengers arriving at the SPOD? (Note: This unit movement data should be reported to GTN within one hour of the event.)				

ADDITIONAL COMMENTS

1.6 Redeploying Unit Planning and Preparation				
		NO		COMMENTS

1. Is the redeploying unit aware of the:
 	
    a. ITV/AIT support policies that have been established by ASCC that require implementation.
 	
    b. ITV/AIT support policies that have been established by the TSC that require implementation.
 	
    c. Where and how to place AIT bar codes, MSLs, and RFID tags on unit equipment, vehicles, rolling stock, 463L pallets, and containers?
 	
    d. Locations where AIT will be used and where AIT data collection devices will be installed?
 	
    e.   Procedures for obtaining additional AIT equipment and RFID tags?
 	
    f. Issue and receipt accountability procedures to be followed for AIT equipment and RFID tags?
 	
    g. Communications infrastructure that supports the AIT and TC-AIMS II relationship?
 	
    h. Communications infrastructure that supports TC-AIMS II in passing of ITV movement data to GTN, higher headquarters, and the APOEs and SPOEs?
 	
    i. Procedures for maintaining AIT hardware?
 	
    j. Policies relating to DACGs, TSC control elements, and PSAs producing RFID tags, MSLs, or Smart Cards for the redeploying unit in the event that the redeploying unit can not accomplish these actions while processing through the AA, RAA, TSB, APOE and/or SPOE?
 	
    k. ITV movement reporting time standards relating to passing of ITV movement event data to GTN? (Note: See sub-section 15.2 (DOD ITV Movement Reporting Standards) in Part 1 for a summary of ITV movement reporting criteria.)				

ADDITIONAL COMMENTS

1.7 Supporting Unit Planning and Preparation				
	YES	**NO**	**N/A**	**COMMENTS**

1. If tasked by a CONUS SI, did supporting units (ARNG, USAR, or other non-deploying units) make plans to:
 	
    a. Use AIT to capture the departure and arrival of returning unit soldiers, equipment, and cargo from the APODs/SPODs to destination installations/ demobilization stations/RC unit home stations?
 	
    b. Augment the PSA at the SPOD?
 	
    c. Augment the AACG at the APOD?
 	
    d. Receive unit soldiers, equipment, and cargo at the APODs/SPODs?				

ADDITIONAL COMMENTS

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Section 2 - Installing RFID Tag Readers/Interrogators at the AA, RAA, TSB, APOE/SPOE Marshaling Areas, En Route Locations, APS-Land Equipment Storage Site, and CSCs

2.1 Guidelines for the Installation of AIT Equipment				
		NO	N/A	COMMENTS

1. Are RFID tag readers/interrogators installed at the:
 	
  a. AA?
 	
  b. RAA?
 	
  c. TSB?
 	
  d. SPOE marshaling areas?
 	
  e. APOE marshaling areas?
 	
  f. En route locations?
 	
  g. CSCs?
 	
  h. APS-Land equipment storage site?
 	
  i. Other locations? (Identify in COMMENTS column.)
 	
(Use COMMENTS column to specify whether the RFID tag readers/interrogators that are installed are at arrival and/or departure gates for each location above.)				

If no RFID tag readers/interrogators are installed at any question 1 locations, proceed to sub-section 2.2. If answer to question 1 is YES, continue on in this sub-section.				
(Note: Questions 2-11 are applicable to locations identified in question 1. When answering questions 2-11, use COMMENTS column to identify the specific question 1 locations. Then answer question for the applicable location.)				
2. Is the RFID host computer registered with the appropriate CONUS/Regional ITV Server at any question 1 locations to allow for correct routing of ITV movement data when RFID tag data is collected? (Source: TIPS Users Manual)				
3. Are RFID tag readers/interrogators properly positioned at any question 1 locations to accurately				

2.1 Guidelines for the Installation of AIT Equipment				
	YES	NO	N/A	COMMENTS
interrogate passing RFID tags that are mounted on vehicles, rolling stock, equipment, 463L pallets, and containers?				
4. After RFID tags have been read by RFID tag readers/ interrogators at any question 1 locations, is the interrogated RFID tag data passed to the appropriate CONUS/ Regional ITV Server automatically?				
5. Are the RFID tag readers/interrogators positioned properly at any question 1 locations so there is no electro-magnetic interference caused by obstacles or high voltage equipment? (Source: PM AIT CD containing RFID Multimedia Training Package)				
6. Are the RFID tag readers/interrogators positioned high enough at any question 1 locations to accurately read tags on unit equipment, vehicles, rolling stock, containers, and 463L pallets? (Source: PM AIT CD containing RFID Multimedia Training Package)				
7. Are RF relays being used at any question 1 locations?				
If answer to question 7 is NO, proceed to question 11 in this sub-section. If answer to question 7 is YES, proceed to question 8 in this sub-section.				
8. Are any RF relays located more than 1.5 miles apart at any question 1 locations (Note: If the RF relays are more than 1.5 miles apart, then the signal may be lost.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
9. Are there tall buildings or hills between the RF relays and other RFID tag readers/interrogators that impede their line of sight at any question 1 locations? (Note: Obstructions may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
10. Are the RF relays too close to other RF emitting equipment (not AIT hardware) at any question 1 locations? (Note: Interference may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
11. Are RFID tag readers/interrogators properly set to collect tag data (time wise) at any question 1 locations so they will not inadvertently drain tag batteries? (Note: Location, function, and purpose of the RFID tag reader/ interrogator must be considered. RFID tag readers/ interrogators can be set either in a continuous or intermittent mode.) (Source: Lessons Learned, Exercise Foal Eagle 1999 Deployment)				

2.1 Guidelines for the Installation of AIT Equipment				
	YES	**NO**	**N/A**	**COMMENTS**
12. At en route locations (CSCs, rest halts, checkpoints, refueling stops, etc.), have the following factors been considered when selecting the proper locations to position RFID tag readers/interrogators: a. Will the interrogator be able to read passing tags? b. Is the interrogator physically safe from theft, damage, or vandalism? c. Is the interrogator operationally secure from enemy action, jamming, and data interception? d. Is the power source secure? e. Does the communications infrastructure provide security for the passing of interrogated RFID tag data to the appropriate CONUS/Regional ITV Server without interruption? Where are the en route locations? (Use COMMENTS column to identify.)				
13. At en route locations, are two RFID tag readers/ interrogators installed in the event that a "good read" cannot be obtained by a single RFID tag reader/ interrogator because RFID tagged equipment, containers, vehicles, or trains are passing the RFID tag reader/interrogator too quickly? (Source: Fly-Away Kit Design Document, December 1999)				

ADDITIONAL COMMENTS

2.2 Frequency Allocation and Assignment				
	YES	**NO**	**N/A**	**COMMENTS**
1. Have the allocation and assignment of required frequencies been approved by the Host Nation for RFID devices (RFID tag readers/interrogators, modems, scanners, and tags) that will be operating at the various locations identified in question 1 of sub-section 2.1? (Note: There are two requirements that that must be met for obtaining frequency approval in a theater of				

2.2 Frequency Allocation and Assignment				
	YES	**NO**	**N/A**	**COMMENTS**
operations. The first requirement involves requesting frequency supportability (frequency allocation) and the second requirement involves site assignment. PMO AIT coordinates frequency supportability for both CONUS and OCONUS locations. The using organization is responsible for requesting frequency assignment for the various AIT equipment that will be used at a specific site from the local frequency manager. This should be accomplished before the AIT equipment is fielded.) Use YES or NO column (as appropriate) to identify the applicable locations (see question 1) where the frequency allocations and assignments have been approved.				

ADDITIONAL COMMENTS

Section 3 - Training of Personnel at the AA, RAA, TSB, APOE/SPOE Marshaling Areas, En Route Locations, APS-Land Equipment Storage Site, APS-3 Equipment Transfer Site, and CSCs on AIT Devices

3.1 ASCC/TSC Designated Control Element				
	YES	**NO**	**N/A**	**COMMENTS**
1. Has a control element been designated by the ASCC or TSC to manage the: a. AA? b. RAA? c. TSB? d. SPOE marshaling areas? e. APOE marshaling areas? f. En route locations? g. CSCs in the theater of operations? h. APS-Land equipment storage site? i. APS-3 equipment transfer site? j. Other locations? (Identify in COMMENTS column.)				
If no ASCC or TSC designated control elements are established at any question 1 locations, proceed to Section 4. If any ASCC or TSC designated control elements are established at any question 1 locations, continue on in this sub-section.				
2. Have any control elements at the AA, RAA, TSB, APS-3 equipment transfer site, APS-Land equipment storage site, SPOE marshaling area, or APOE marshaling area been tasked by the TSC or ASCC to: a. Write RFID tags in the event that a new or replacement tags are required to support the redeploying unit? (Note: The primary responsibility for writing new or replacement RFID tags rests with the redeploying unit. If tasked, the TSC designated control element would provide a backup capability.)				

3.1 ASCC/TSC Designated Control Element				
	YES	**NO**	**N/A**	**COMMENTS**
b. Create MSLs in the event that new or replacement MSLs are required to support the redeploying unit? (Note: The primary responsibility for creating new or replacement MSLs rests with the redeploying unit. If tasked, the TSC designated control element would provide a backup capability.) c. Check and replace RFID tag batteries as necessary? d. Install, correct, and replace satellite transponders on unit equipment, cargo, or transport vehicles? e. Create Smart Cards for unit soldiers? f. Provide workstations where redeploying unit movement officers (UMO), unit movement coordinators (UMC), and commanders can plug in their TC-AIMS II laptop computers in order to monitor their unit's deployment flow? Use YES column to identify the applicable locations that have been tasked. Use NO column to identify the locations that have not been tasked.				
If all answers to question 2 are NO, proceed to Section 4. If there are YES answers to question 2, continue on in this sub-section.				
3. Do any ASCC/TSC designated control elements at the AA, RAA, TSB, APS-3 equipment transfer site, APS-Land equipment storage site, SPOE marshaling area, or APOE marshaling area have: a. A TC-AIMS II equipped computer with appropriate RFID tag writing software? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)* b. AIT related devices such as a HHI/mobile reader docking station, and label printer? c. Sufficient quantities of spare RFID tag batteries? d. Hardware and associated software for creating				

3.1 ASCC/TSC Designated Control Element				
	YES	**NO**	**N/A**	**COMMENTS**
Smart Cards? (Use COMMENTS column to identify the applicable locations.)				

4. If tasked by the ASCC/TSC, are personnel from any control elements at the AA, RAA, TSB, APS-3 equipment transfer site, APS-Land equipment storage site, SPOE marshaling area, or APOE marshaling area able to successfully:
 	
   a. Identify weak batteries in RFID tags?
 	
   b. Install charged/new batteries in RFID tags?
 	
   c. Deactivate/"power down" RFID tags?
 	
(Use COMMENTS column to identify where each of the above actions takes place.)				

5. If tasked by the ASCC or TSC, are personnel from any control elements at the AA, RAA, TSB, CSC, en route location, APS-Land equipment storage site, APS-3 equipment transfer site, SPOE marshaling area, or APOE marshaling area able to:
 	
   a. Correct problems with satellite transponders? (Identify which satellite tracking system is used in COMMENTS column.)
 	
   b. Install satellite transponders on unit equipment/cargo or vehicles transporting these items?
 	
   c. Deactivate/"power down" satellite transponders?
 	
(Use COMMENTS column to identify where each of the above actions takes place.)				

6. If tasked by the ASCC or TSC, are personnel from any control elements at the AA, RAA, TSB, APS-Land equipment storage site, APS-3 equipment transfer site, SPOE marshaling area, or APOE marshaling area able to successfully write a replacement or new RFID tag using the: a. HHI/mobile reader?				

3.1 ASCC/TSC Designated Control Element				
	YES	**NO**	**N/A**	**COMMENTS**
b. Docking station/interrogator? (Use COMMENTS column to identify where each of the above actions takes place.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

7. If tasked by the ASCC or TSC, are personnel from any control elements at the AA, RAA, TSB, APS-Land equipment storage site, APS-3 equipment transfer site, SPOE marshaling area, or APOE marshaling area able to successfully use the HHI/mobile reader to:
 	
  a. Select a single RFID tag and review the data contained on it?
 	
  b. Collect conditional data (search for specific items) from a host of RFID tags?
 	
  c. Search for all RFID tags within range that match defined criteria?
 	
  d. Search the TC-AIMS II database for an individual RFID tag? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
  e. Search for a specific RFID tag in a storage area, staging area, marshaling area, or port complex?
 	
(Use COMMENTS column to identify where each of the above actions takes place.)
 	
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

8. If tasked by the ASCC or TSC, are personnel from any control elements at the AA, RAA, TSB, APS-Land equipment storage site, APS-3 equipment transfer site, SPOE marshaling area, or APOE marshaling area able to successfully export RFID tag data to the appropriate CONUS/Regional Server after a tag is written?				
9. If tasked to scan RFID tags by the ASCC or TSC, are personnel from any control elements at the AA, RAA,				

3.1 ASCC/TSC Designated Control Element				
	YES	NO	N/A	COMMENTS

TSB, APS-Land equipment storage site, APS-3 equipment transfer site, SPOE marshaling area, or APOE marshaling area able to successfully use troubleshooting procedures when the HHI/mobile reader:
 	
   a. Will not turn on?
 	
   b. Immediately turns off after being turned on?
 	
   c. Beeps every 10 seconds and instrument can not be turned off?
 	
   d. Battery icon is blinking on/off?
 	
   e. Displays an invalid media type while reading the PC card?
 	
   f. Battery pack has lost its capacity to charge?
 	
(Use COMMENTS column to identify where each of the above actions takes place.)
 	
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

10. If tasked to scan RFID tags by the ASCC or TSC, are personnel from any control elements at the AA, RAA, TSB, APS-Land equipment storage site, APS-3 equipment transfer site, SPOE marshaling area, or APOE marshaling area able to efficiently:
 	
   a. Change the HHI's/mobile reader's battery pack?
 	
   b. Change out the PC card?
 	
   c. "Cold boot" the HHI/mobile reader?
 	
   d. Navigate the menus of the HHI/mobile reader?
 	
   e. Place the HHI/mobile reader in "storage mode?"
 	
(Use COMMENTS column to identify where each of the above actions takes place.)				

3.1 ASCC/TSC Designated Control Element				
	YES	**NO**	**N/A**	**COMMENTS**
(Source: PM AIT CD containing RFID Multimedia Training Package and TIPS Users Manual)				

11. If tasked by the ASCC or TSC, are personnel from any control elements at the AA, RAA, TSB, CSC, en route location, APS-Land equipment storage site, APS-3 equipment transfer site, SPOE marshaling area, or APOE marshaling area able to effectively troubleshoot the RFID tag reader/interrogator:
 	
    a. When no LEDs are illuminated?
 	
    b. When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer?
 	
(Use COMMENTS column to identify where each of the above actions takes place.)
 	
(Source: PM AIT CD containing RFID Multimedia Training Package)				

12. If tasked to create bar code labels/MSLs by the ASCC or TSC, are personnel from any control elements at the AA, RAA, TSB, APS-Land equipment storage site, APS-3 equipment transfer site, SPOE marshaling area, or APOE marshaling area able to successfully operate the MSL/bar code label maker? (Use COMMENTS column to identify where each of the above actions takes place.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
13. If tasked by the ASCC or TSC, are personnel from any control elements at the AA, RAA, TSB, SPOE marshaling area, or APOE marshaling area able to successfully create Smart Cards? (Use COMMENTS column to identify where action takes place.)				
ADDITIONAL COMMENTS				

3.2 Contractor	YES	NO	N/A	COMMENTS
1. Has contractor support been arranged to establish and operate any parts of the theater AIT support infrastructure? What part of the AIT support infrastructure does the contractor support?				
If answer to question 1 is NO, proceed to Section 4. If answer to question 1 is YES, proceed to question 2 in this sub-section.				

2. If tasked by the ASCC or TSC, are contractor personnel able to effectively troubleshoot the RFID tag reader/ interrogator:
 	
    a. When no LEDs are illuminated?
 	
    b. When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer?
 	
(Use COMMENTS column to identify where action takes place.)
 	
(Source: PM AIT CD containing RFID Multimedia Training Package)				

ADDITIONAL COMMENTS

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Section 4 - Movement of Unit Soldiers through the AA, RAA, or TSB

4.1 Creation of New/Replacement Smart Cards at the AA, RAA, or TSB				
	YES	**NO**	**N/A**	**COMMENTS**
4.1.1 Redeploying Unit				
1. Does the unit determine which soldiers will redeploy by name and destination? (Use COMMENTS column to identify where action takes place [e.g., AA, RAA, or TSB].)				
2. Is the list of unit soldiers accurate?				

3. Once the list of unit soldiers has been finalized, do designated personnel from the redeploying unit:
 	
   a. Check to ensure each soldier has a valid Smart Card in his possession?
 	
   b. Coordinate with the host TSC designated control element to create Smart Cards for soldiers who need them?
 	
(Use COMMENTS column to identify where action takes place [e.g., AA, RAA, or TSB].)				

4. Do designated personnel from the redeploying unit identify to supporting personnel managers those soldiers and civilians who will redeploy as individuals? (Use COMMENTS column to identify where action takes place [e.g., AA, RAA, or TSB].)				
4.1.2 TSC Designated Control Element				

1. Is there a TSC designated control element assigned at the:
 	
   a. AA?
 	
   b. RAA?
 	
   c. TSB?				

If answer to question 1 is NO proceed to Section 5. If answer to question 1 is YES continue on in this sub-section.				
2. In the event that the redeploying unit does not have the capability or requires assistance in producing new/ replacement Smart Cards after it reaches the AA, RAA, or TSB, has the TSC designated control element at these				

4.1 Creation of New/Replacement Smart Cards at the AA, RAA, or TSB				
	YES	NO	N/A	COMMENTS
locations been tasked by the TSC or ASCC to create Smart Cards? Use YES column to identify the locations (AA, RAA, or TSB) that have been tasked. Use NO column to identify the locations (AA, RAA, or TSB) that have not been tasked.				
If all answers to question 2 are NO, proceed to sub-section 4.2 If any answers to question 2 are YES, continue on in this sub-section				

3. If replacement or new Smart Cards need to be created for unit soldiers at the AA, RAA, or TSB by personnel from the TSC designated control element, do they:
 	
    a. Have the necessary Smart Card creating hardware and associated software?
 	
    b. Create Smart Cards for soldiers of the redeploying unit if requested to do so by the redeploying unit?
 	
(Use COMMENTS column to identify where the action takes place.)				

4. If a Smart Card needs to be created for redeploying soldiers at the AA, RAA, or TSB by personnel from the TSC designated control element, do they input unit related data to the Smart Card so unit move related queries can be made against the Smart Card database? (Note: For example, unit related data such as UIC, ULN, unit name, and exercise name or operation name can be entered on the card. This unit related data is in addition to the personal soldier data.) (Use COMMENTS column to identify where the action takes place.) (Source: Lessons Learned, 2nd ACR Redeployment from Bosnia – 1998)				
5. If Smart Cards need to be created for redeploying soldiers at the AA, RAA, or TSB by personnel from the TSC designated control element, do they scan the cards after they have created them to verify accuracy of the data?				

4.1 Creation of New/Replacement Smart Cards at the AA, RAA, or TSB				
	YES	**NO**	**N/A**	**COMMENTS**
(Use COMMENTS column to identify where the action takes place.)				

ADDITIONAL COMMENTS

4.1.1 Redeploying Unit

4.1.2 TSC Designated Control Element

4.2 ITV Movement Reporting for Unit Soldiers				
	YES		**N/A**	**COMMENTS**
4.2.1 ITV Movement Reporting Requirements				

1. Does the Theater Redeployment ITV Plan or ASCC require ITV movement reporting to GTN when unit soldiers:
 	
    a. Arrive at the AA, RAA, or TSB?
 	
    b. Depart the AA, RAA, or TSB for final destinations in another part of the theater?
 	
    c. Depart the AA, RAA, or TSB for marshaling areas at the APOE/SPOE?
 	
(Note: For unit strategic movements, the DOD AIT Implementation Plan requires that the arrival and departure of unit equipment, cargo, and personnel at all nodes from origin to destination be visible in GTN within one hour of the event. The AA, RAA, and TSB are considered to be nodes.)				

4.2.2 Capturing and Reporting ITV Arrival Data				

1. When unit soldiers arrive at the AA, RAA, or TSB, do personnel from the TSC designated control element:
 	
    a. Scan the soldiers' Smart Cards?
 	
    b. Input the scanned Smart Card data input into TC-				

4.2 ITV Movement Reporting for Unit Soldiers				
	YES	**NO**	**N/A**	**COMMENTS**

AIMS II?
 	
    c. Produce passenger manifests from scanned Smart Card data?
 	
    d. Pass the scanned Smart Card data to appropriate movement control personnel so onward movement arrangements can be made (if required).
 	
    e. Report the ITV arrival movement data to GTN within one hour of the event?
 	
(Use COMMENTS column to identify where the action takes place.)
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

4.2.3 Capturing and Reporting ITV Departure Data				

1. When unit soldiers depart the AA, RAA, or TSB, do personnel from the TSC designated control element or movement control element:
 	
    a. Scan the soldiers' Smart Cards to verify passenger manifest data?
 	
    b. Input the scanned Smart Card data into TC-AIMS II?
 	
    c. Report the ITV movement data to GTN within one hour of the event?
 	
(Use COMMENTS column to identify where the action takes place.)
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

ADDITIONAL COMMENTS				
4.2.1 ITV Movement Reporting Requirements				

4.2.2 Capturing and Reporting ITV Arrival Data

4.2.3 Capturing and Reporting ITV Departure Data

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Section 5 - Movement of Unit Equipment and Cargo through the AA, RAA, or TSB

5.1 Redeployment Routing				
		NO		COMMENTS
This section deals with unit equipment and cargo only. Questions relating to return of APS-Land equipment are in Section 6 (Return of APS-Land Equipment to APS-Land Equipment Storage Sites). Questions relating to return of APS-3 equipment are in Section 7 (Return of APS-3 Equipment to Prepositioned Ships).				
1. Does the unit equipment and cargo move: a. Directly from the AA to marshaling areas at the APOE/SPOE? b. From the AA to an RAA before moving to marshaling areas at the APOE/SPOE? c. From the AA to a RAA to a TSB before moving to marshaling areas at the APOE/SPOE? (Note: For purposes of this evaluation guide, an Intermediate Staging Base (ISB) is similar to a TSB.) d. Through a location other than an AA, RAA, or TSB? (Explain the routing in the COMMENTS column or in the COMMENTS section at the end of this sub-section.)				
2. Does the unit equipment and cargo move from the AA, RAA, or TSB via rail or convoy to a final destination in another part of the theater of operations?				

ADDITIONAL COMMENTS

5.2 Creation of New/Replacement RFID Tags and MSLs at the AA, RAA, or TSB				
		NO		COMMENTS
5.2.1 Redeploying Unit				
1. Does the redeploying unit conduct an equipment inventory and use this data to update the UDL? Where (AA, RAA, TSB, or other location) is this inventory conducted?				

5.2 Creation of New/Replacement RFID Tags and MSLs at the AA, RAA, or TSB				
	YES	**NO**	**N/A**	**COMMENTS**
2. Does the UDL that is produced by the redeploying unit using TC-AIMS II include accurate equipment configuration and dimensional data? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
3. Does the UDL only reflect equipment and cargo items that will accompany the redeploying unit to its demobilization station (turn-in)/RC unit home station, AC destination installation, or new theater of operations?				

4. Once the UDL has been finalized, do designated personnel from the redeploying unit ensure accurate linear bar codes/MSLs are created (if required) and affixed to all applicable redeploying:
 	
  a. Equipment?
 	
  b. 463L pallets?
 	
  c. Containers?
 	
  d. Rolling stock?
 	
  e. Vehicles?
 	
  f. Other designated equipment and cargo items? (Identify in COMMENTS column.)
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

5. After linear bar code labels/MSLs are created by designated personnel from the redeploying unit, do they scan them to verify accuracy of the data?				
6. If unit equipment and cargo items that have MSLs affixed are "washed down" at the AA, RAA, or TSB, do designated personnel from the redeploying unit check the MSLs to be sure they have not been damaged? (Use COMMENTS column to identify where the action takes place.)				
7. If any MSLs were damaged during the "wash down",				

5.2 Creation of New/Replacement RFID Tags and MSLs at the AA, RAA, or TSB				
	YES	**NO**	**N/A**	**COMMENTS**
do designated personnel from the redeploying unit create and affix replacement MSLs to the applicable equipment and cargo items? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
8. If the redeploying unit is moving to a new theater of operations and draws equipment from the existing theater's APS, do designated personnel from the redeploying unit create (if required) and affix MSLs to the APS equipment items before the equipment departs the APOE/SPOE? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
9. Does the redeploying unit obtain the necessary number of RFID tags for use in redeployment?				
10. Where does the redeploying unit obtain RFID tags? (Use COMMENTS column to clarify information about the RFID tag source.)				
11. Do designated personnel from the redeploying unit write new/replacement RFID tags for applicable unit equipment and cargo? Where (AA, RAA, or TSB) are the RFID tags written and mounted to applicable unit equipment and cargo? (Use COMMENTS column to explain answer.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

12. When RFID tags are written by designated personnel from the redeploying unit, do they use one or both of the following two methods to write the tags?
 	
   a. "Drop and drag" method where TCMD data is inserted into the tag manifest?
 	
   b. Scanning method where the HHI/mobile reader is used to scan the linear bar code labels/MSLs of cargo items as the items are loaded into containers? (Note: Packing lists can also be created from the scanned bar				

5.2 Creation of New/Replacement RFID Tags and MSLs at the AA, RAA, or TSB				
	YES	NO	N/A	COMMENTS
codes/MSLs.) (Source: TIPS Users Manual)				
13. When RFID tags are written by designated personnel from the redeploying unit, do they input unit move related data to the Unit Move portion of the tag? (Note: This will allow unit move queries to be made against the tag data.) (Source: Lessons Learned, 2nd ACR Redeployment from Bosnia – 1998)				
14. If the redeploying unit is moving to a new theater of operations and draws equipment from the current theater's APS, do designated personnel from the redeploying unit write and mount RFID tags to applicable APS equipment items before the equipment departs the APOE/SPOE? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
15. After RFID tags have been written by designated personnel from the redeploying unit, do they use the HHI/mobile reader to verify the accuracy of the tag data?				
16. After RFID tags have been written and verified for accuracy by designated personnel from the redeploying unit, do they pass the RFID tag data to the correct CONUS/Regional ITV Server using appropriate RFID tag writing software? (Note: The RFID tag data becomes initial load data for the appropriate CONUS/ Regional ITV Server.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

17. Does the redeploying unit request assistance from the TSC designated control element at the AA, RAA, or TSB if they need help in:
 	
  a. Creating MSLs?
 	
  b. Writing RFID tags?
 	
(Use COMMENTS column to identify where the action				

5.2 Creation of New/Replacement RFID Tags and MSLs at the AA, RAA, or TSB				
	YES	**NO**	**N/A**	**COMMENTS**
takes place.)				
5.2.2 TSC Designated Control Element				
1. Is there a TSC designated control element assigned at the: a. AA? b. RAA? c. TSB?				
If all answers to question 1 are NO proceed to sub-section 5.3. If any answers to question 1 are YES continue on in this sub-section.				
2. In the event that the redeploying unit does not have the capability or requires assistance in producing new/replacement RFID tags or MSLs after it reaches the AA, RAA, or TSB, has the TSC designated control element at these locations been tasked by the TSC or ASCC to: a. Write RFID tags? b. Create MSLs? Use YES column to identify the locations (AA, RAA, or TSB) that have been tasked. Use NO column to identify the locations that have not been tasked.				
If all answers to question 2 are NO, proceed to sub-section 5.3 If any answers to question 2 are YES, continue on in this sub-section				
3. If a replacement or new MSL is created at the AA, RAA, or TSB by personnel from the TSC designated control element, do they successfully use the label maker to produce the necessary labels? (Use COMMENTS column to identify where the action takes place.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
4. If replacement or new RFID tags are written for the redeploying unit at the AA, RAA, or TSB by personnel				

5.2 Creation of New/Replacement RFID Tags and MSLs at the AA, RAA, or TSB				
	YES	**NO**	**N/A**	**COMMENTS**

from the TSC designated control element, do they write the tags using one or both of the following two methods?
 	
    a. "Drag and drop" method where items are copied from a unit equipment file and pasted to the tag manifest?
 	
    b. Scanning method where the HHI/mobile reader is used to scan the linear bar code labels/MSLs of cargo items as the items are loaded into containers? (Note: Packing lists can also be created from the scanned bar codes/MSLs.)
 	
(Use COMMENTS column to identify where the action takes place.)
 	
(Source: TIPS Users Manual)				

5. If personnel from the TSC designated control element write an RFID tag after the unit equipment and cargo arrives at the AA, RAA, or TSB, do they input unit move related data to the Unit Move portion of the tag? (Note: This will allow unit move queries to be made against the tag data.) (Source: Lessons Learned, 2nd ACR Redeployment from Bosnia – 1998)				

6. When a replacement RFID tag is written for the redeploying unit by personnel from the TSC designated control element after the unit arrives at the AA, RAA, or TSB at, do they:
 	
    a. Deactivate/"power down" any damaged tags if the damaged tags are replaced?
 	
    b. Cross-reference the new tag number to the old tag number in the "Remarks" section of the replacement tag if the new tag was written to replace a damaged tag?
 	
(Use COMMENTS column to identify where the action takes place.)				

7. If personnel from the TSC designated control element at the AA, RAA, or TSB use the docking				

5.2 Creation of New/Replacement RFID Tags and MSLs at the AA, RAA, or TSB				
	YES	NO	N/A	COMMENTS
station/interrogator to write a replacement or new RFID tag, do they: 　a. Verify the accuracy of the tag data by displaying and reading the data? 　b. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)* Use COMMENTS column to identify where the action takes place.				
8. If personnel from the TSC designated control element at the AA, RAA, or TSB use the HHI to write a replacement or new RFID tag, do they: 　a. Verify the accuracy of the tag data by displaying and reading the data? 　b. Download the written RFID tag data from the HHI to TC-AIMS II? 　c. Ensure the written tag data is exported to the appropriate CONUS/Regional ITV Server? (Use COMMENTS column to identify where the action takes place.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
9. Has the ASCC or TSC tasked the TSC designated control element to install satellite transponders on: 　a. Selected vehicles in a convoy departing the AA, RAA, or TSB? 　b. Selected CULT vehicles moving unit equipment and cargo? 　c. Selected rail cars moving unit equipment and				

5.2 Creation of New/Replacement RFID Tags and MSLs at the AA, RAA, or TSB				
	YES	**NO**	**N/A**	**COMMENTS**
cargo?				
If answer to question 9 is NO, proceed to sub-section 5.3. If answer to question 9 is YES, proceed to question 10 in this sub-section.				
10. Do personnel from the TSC designated control element at the AA, RAA, or TSB install satellite transponders on: a. Selected vehicles in convoys departing the AA, RAA, or TSB? b. Selected CULT vehicles moving unit equipment and cargo from the AA, RAA, or TSB? c. Selected rail cars moving unit equipment and cargo from the AA, RAA, or TSB? (Use COMMENTS column to identify where the action takes place.)				

ADDITIONAL COMMENTS

5.2.1 Redeploying Unit

5.2.2 TSC Designated Control Element

5.3 ITV Movement Reporting for Unit Equipment and Cargo				
		NO		**COMMENTS**
5.3.1 ITV Movement Reporting Requirements				
1. Does the Theater Redeployment ITV Plan or ASCC require ITV movement reporting to GTN when: a. Unit equipment and cargo items arrive at the AA, RAA, or TSB? b. Unit equipment and cargo items depart the AA,				

5.3 ITV Movement Reporting for Unit Equipment and Cargo				
	YES	NO	N/A	COMMENTS
RAA, or TSB? (Note: For unit strategic movements, the DOD AIT Implementation Plan requires that the arrival and departure of unit equipment, cargo, and personnel at all nodes from origin to destination be visible in GTN within one hour of the event. The AA, RAA, and TSB are considered to be nodes.)				
5.3.2 Capturing and Reporting ITV Arrival Data				

1. Are RFID tag readers/interrogators installed at arrival gates at the:
 	
    a. AA?
 	
    b. RAA?
 	
    c. TSB?				

If RFID tag readers/interrogators are not installed at the AA, RAA, and TSB proceed to question 4 in this sub-section. If any answers to question 1 are YES continue on in this sub-section.				

2. When unit equipment and cargo items that have mounted RFID tags arrive at the AA, RAA, or TSB:
 	
    a. Are the RFID tags interrogated when they pass by RFID tag readers/interrogators?
 	
    b. Is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server automatically?
 	
    c. Does the CONUS/Regional ITV Server pass interrogated RFID tag data to GTN and JTAV expeditiously?
 	
    d. Does the ITV movement data appear in GTN within one hour of the event?
 	
(Use COMMENTS column to identify where the action takes place.)				

3. If unit equipment and cargo items arrive at the AA with a mounted RFID tag which is not read by the RFID tag reader/interrogator, do personnel from the				

5.3 ITV Movement Reporting for Unit Equipment and Cargo				
	YES	**NO**	**N/A**	**COMMENTS**
redeploying unit or TSC designated control element check the tag's battery to ensure it is charged and/or switched on? Which organization (redeploying unit and/or TSC designated control element) accomplishes this action?				

4. When unit equipment and cargo items arrive at the AA, RAA, or TSB, do personnel from the TSC designated control element:
 	
    a. Scan the MSLs that are affixed to arriving unit equipment and cargo?
 	
    b. Use the scanned MSL data to verify the data contained on ATCMDs provided by the redeploying unit for rail movements?
 	
    c. Input the scanned MSL data into TC-AIMS II?
 	
    d. Report ITV movement data to GTN within one hour after unit equipment and cargo items arrive at the AA, RAA, or TSB?
 	
(Use COMMENTS column to identify where the action takes place.)
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

5.3.3 Capturing and Reporting ITV Departure Data				

1. Are RFID tag readers/interrogators installed at departure gates at the:
 	
    a. AA?
 	
    b. RAA?
 	
    c. TSB?				

2. When unit equipment and cargo items that have mounted RFID tags depart the AA., RAA, or TSB: a. Are the RFID tags interrogated when they pass by RFID tag readers/interrogators?				

5.3 ITV Movement Reporting for Unit Equipment and Cargo				
	YES	**NO**	**N/A**	**COMMENTS**

b. Is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server automatically?
 	
   c. Does the CONUS/Regional ITV Server pass interrogated RFID tag data to GTN and JTAV expeditiously?
 	
   d. Does the ITV movement data appear in GTN within one hour of the event?
 	
(Use COMMENTS column to identify where the action takes place.)				

3. When unit equipment and cargo items depart the AA, RAA, or TSB, do personnel from the TSC designated control element:
 	
   a. Scan the MSLs that are affixed to departing unit equipment and cargo?
 	
   b. Input the scanned MSL data into TC-AIMS II?
 	
   c. Report ITV movement data to GTN within one hour after unit equipment and cargo items depart?
 	
(Use COMMENTS column to identify where the action takes place.)
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

4. For rail movements departing the AA, RAA, or TSB for marshaling areas at the APOEs/SPOEs, is appropriate ITV movement data passed to GTN within one hour by the TSC designated control element or movement control element? (Use COMMENTS column to identify where the action takes place and the activity that accomplishes the action.) *(TC-AIMS II Question. See paragraph 4b at beginning*				

5.3 ITV Movement Reporting for Unit Equipment and Cargo				
	YES	NO	N/A	COMMENTS
of this document for instructions on answering TC-AIMS II questions.)				
5. For rail movements departing the AA, RAA, or TSB for final destinations in the same theater of operations (intra-theater movement), does the Redeployment ITV Plan or ASCC require movement reporting to GTN? (Note: For unit strategic movements, the DOD AIT Implementation Plan requires that the arrival and departure of unit equipment, cargo, and personnel at all nodes from origin to destination be visible in GTN within one hour of the event. The AA, RAA, and TSB are considered to be nodes.)				
If answer to question 5 is NO, proceed to question 7 in this sub-section. If answer to question 5 is YES, proceed to question 6 in this sub-section.				
6. For rail movements departing the AA, RAA, or TSB for final destinations in the same theater of operations (intra-theater movement), is appropriate ITV movement data passed to GTN within one hour by the TSC designated control element or movement control element? (Use COMMENTS column to identify where the action takes place and the activity that accomplishes the action.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

7. When unit equipment, vehicles, and containers are formed into convoys for departure from the AA, RAA, or TSB, do designated personnel from the redeploying unit or TSC designated control element:
 	
   a. Scan the MSLs that are affixed to the unit equipment and cargo items?
 	
   b. Correlate the equipment and cargo data to a specific convoy control number?
 	
   c. Enter the correlated equipment and cargo data as well as convoy movement data into TC-AIMS II?				

5.3 ITV Movement Reporting for Unit Equipment and Cargo				
	YES	NO	N/A	COMMENTS
d. Report the ITV movement data to GTN within one hour after the unit convoy departs? e. Correlate any RFID tags that are on equipment, vehicles and containers in the convoy to the appropriate satellite transponder (if one is used to track the convoy)? (Use COMMENTS column to identify where the action takes place.) Which organization (redeploying unit and/or TSC designated control element) accomplishes these actions? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

ADDITIONAL COMMENTS

5.3.1 ITV Movement Reporting Requirements

5.3.2 Capturing and Reporting ITV Arrival Data

5.3.3 Capturing and Reporting ITV Departure Data

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Section 6 - Return of APS-Land Equipment to APS-Land Equipment Storage Sites

6.1 Disposition of APS Equipment				
	YES	**NO**	**N/A**	

1. Does the redeploying unit have:
 	
   a. APS-Land equipment to return?
 	
   b. APS-3 equipment to return?				

If answer to question 1a is YES, proceed to sub-section 6.2. If answer to question 1b is YES, proceed to Section 7. If answers to questions 1a and 1b are NO, proceed to Section 8.				
ADDITIONAL COMMENTS				

6.2 Creation of New/Replacement MSLs and RFID Tags at the AA, RAA, or TSB				
	YES	**NO**	**N/A**	**COMMENTS**
1. Are accurate, legible, and scanner readable bar code labels/MSLs affixed to all APS-Land equipment items?				
If answer to question 1 is YES, proceed to question 4 in this sub-section. If answer to question 1 is NO, proceed to question 2 in this sub-section.				
2. If tasked by the TSC or ASCC, do personnel from the redeploying unit or TSC designated control element ensure that accurate MSLs are created and affixed to APS-Land equipment items that will return to a storage site in the existing theater of operations? (Use COMMENTS column to identify who accomplishes the action and where the action takes place.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
3. After linear bar code labels/MSLs are created for the APS-Land equipment by personnel from the redeploying unit or TSC designated control element, do they scan them to verify accuracy of the data?				

6.2 Creation of New/Replacement MSLs and RFID Tags at the AA, RAA, or TSB				
	YES	**NO**	**N/A**	**COMMENTS**
(Use COMMENTS column to identify who accomplishes the action and where the action takes place.)				
4. If tasked by the TSC or ASCC, do personnel from the redeploying unit or TSC designated control element ensure that RFID tags are written and mounted to APS-Land equipment items that will return to a storage site in the existing theater of operations? (Use COMMENTS column to identify who accomplishes the action and where the action takes place.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
5. After RFID tags have been written by personnel from the redeploying unit or TSC designated control element, do they use the HHI/mobile reader to verify the accuracy of the tag data? (Use COMMENTS column to identify who accomplishes the action and where the action takes place.)				
6. After RFID tags have been written and verified for accuracy by personnel from the redeploying unit or TSC designated control element, do they pass the RFID tag data to the correct CONUS/Regional ITV Server using appropriate RFID tag writing software? (Note: The RFID tag data becomes initial load data for the appropriate CONUS/Regional ITV Server.) (Use COMMENTS column to identify who accomplishes the action and where the action takes place.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
ADDITIONAL COMMENTS				

6.3 Collection and Reporting of ITV Movement Data				
	YES	**NO**	**N/A**	**COMMENTS**
6.3.1 ITV Movement Reporting Requirements				

1. Does the Theater Redeployment ITV Plan or ASCC require ITV movement reporting to GTN when:
 	
    a. APS-Land equipment departs the AA, RAA, or TSB for the APS-Land equipment storage site?
 	
    b. APS-Land equipment arrives at the APS-Land equipment storage site?
 	
(Note: For unit strategic movements, the DOD AIT Implementation Plan requires that the arrival and departure of unit equipment, cargo, and personnel at all nodes from origin to destination be visible in GTN within one hour of the event. This policy covers APS-Land equipment. The AA, RAA, TSB, and APS-Land equipment storage site are considered to be nodes.)				

6.3.2 Capturing and Reporting ITV Departure Data at the AA, RAA, or TSB				
1. Does the Theater Redeployment ITV Plan or ASCC require that convoys or CULT vehicles moving APS-Land equipment to the APS-Land equipment storage site have satellite tracking system transponders installed?				
If answer to question 1 is NO proceed to question 3 in this sub-section. If answer to question 1 is YES proceed to question 2 in this sub-section.				

2. If the Theater ITV Plan or ASCC requires satellite tracking of APS-Land equipment moving to the APS-Land equipment storage site:
 	
    a. Is the TSC designated control element at the AA, RAA, or TSB tasked to implement this higher headquarters requirement?
 	
    b. Are personnel from the TSC designated control element trained and equipped to install, test, and maintain satellite transponders? (Identify which satellite tracking system is used in COMMENTS column.)
 	
    c. Do personnel from the TSC designated control element install satellite transponders on specified APS-Land equipment or on CULT vehicles moving the APS-				

6.3 Collection and Reporting of ITV Movement Data				
	YES	**NO**	**N/A**	**COMMENTS**

Land equipment?
 	
    d. Is the satellite tracking location data reported to the appropriate CONUS/Regional ITV Server?
 	
    e. Within the CONUS/Regional ITV Server database, is the satellite tracking location data integrated with ITV data obtained from interrogated RFID tags?				

3. Are RFID tag readers/interrogators installed at the AA, RAA, or TSB departure gates?				
If answer to question 3 is NO proceed to question 5 in this sub-section. If answer to question 3 is YES continue on in this sub-section.				

4. When APS-Land equipment departs the AA, RAA, or TSB for the APS-Land equipment storage site:
 	
    a. Does the equipment pass by a fixed or mobile RFID tag reader/interrogator that is located at the departure gate?
 	
    b. Are the RFID tags that are mounted on the equipment interrogated by a fixed or mobile RFID tag reader/interrogator?
 	
    c. Is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server automatically?
 	
    d. Does the CONUS/Regional ITV Server pass interrogated RFID tag data to GTN and JTAV expeditiously?
 	
    e. Does the ITV movement data appear in GTN within one hour of the unit departure event?
 	
(Use COMMENTS column to identify where the action takes place.)				

6.3 Collection and Reporting of ITV Movement Data				
	YES	**NO**	**N/A**	**COMMENTS**

5. When APS-Land equipment departs the AA, RAA, or TSB for the APS-Land equipment storage site, do personnel from the TSC designated control element:
 	
    a. Scan the MSLs that are affixed to the departing equipment?
 	
    b. Input the scanned MSL data into TC-AIMS II?
 	
    c. Report ITV movement data to GTN within one hour after the APS-Land equipment departs?
 	
(Use COMMENTS column to identify where the action takes place.)
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

6.3.3 Capturing and Reporting ITV Arrival Data at the APS-Land Equipment Storage Site				
1. What organization manages the APS-Land equipment storage site? Is it managed by a control element designated by the TSC or is it managed by an AMC-LSE? (Use COMMENTS column to explain answer.)				

2. Is the APS-Land equipment storage site supported by:
 	
    a. A TC-AIMS II equipped computer with appropriate RFID tag writing software? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
    b. AIT related devices such as a HHI/mobile reader so MSLs can be scanned?
 	
    c. RFID tag readers/interrogators that are located at arrival and/or departure gates?
 	
    d. Sufficient communications capability to allow for ITV movement reporting to GTN?				

If all answers to question 2 are NO, proceed to Section 7. If any answers to question 2 are YES, continue on in				

6.3 Collection and Reporting of ITV Movement Data				
	YES	**NO**	**N/A**	**COMMENTS**
this sub-section.				

3. When APS-Land equipment arrives at the APS-Land equipment storage site:
 	
    a. Does the equipment pass by a fixed or mobile RFID tag reader/interrogator that is located at the arrival gate?
 	
    b. Are the RFID tags that are mounted on the equipment interrogated by a fixed or mobile RFID tag reader/interrogator?
 	
    c. Is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server automatically?
 	
    d. Does the CONUS/Regional ITV Server pass interrogated RFID tag data to GTN and JTAV expeditiously?
 	
    e. Does the ITV movement data appear in GTN within one hour of the unit departure event?				

4. When APS-Land equipment arrives at the APS-Land equipment storage site, do personnel from the TSC designated control element or AMC-LSE:
 	
    a. Scan the MSLs that are affixed to arriving equipment?
 	
    b. Input the scanned MSL data into TC-AIMS II?
 	
    c. Report ITV movement data to GTN within one hour after unit equipment and cargo items arrive?
 	
(Use COMMENTS column to identify what organization (TSC designated control element or AMC-LSE) accomplishes the specific action.)
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

ADDITIONAL COMMENTS

6.3.1 ITV Movement Reporting Requirements

6.3.2 Capturing and Reporting ITV Departure Data at the AA, RAA, or TSB

6.3.3 Capturing and Reporting ITV Arrival Data at the APS-Land Equipment Storage Site

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Section 7 - Departure of APS-3 Equipment from the AA, RAA, or TSB

7.1 Disposition of APS-3 Equipment				
	YES	NO	N/A	COMMENTS
1. Does the redeploying unit have APS-3 equipment to return?				
If answer to question 1 is NO, proceed to Section 8. If answer to question 1 is YES, proceed to sub-section 7.2.				
ADDITIONAL COMMENTS				

7.2 Creation of New/Replacement MSLs and RFID Tags at the AA, RAA, or TSB				
	YES	NO		COMMENTS
1. Are accurate, legible, and scanner readable bar code labels/MSLs affixed to all APS-3 equipment items?				
If answer to question 1 is YES, proceed to question 4 in this sub-section. If answer to question 1 is NO, proceed to question 2 in this sub-section.				
2. If tasked by the TSC or ASCC, do personnel from the redeploying unit or TSC designated control element ensure that accurate bar code labels/MSLs are created and affixed to APS-3 equipment items that will move to the SPOE for storage aboard a pre-positioned ship? (Use COMMENTS column to identify who accomplishes the action and where the action takes place.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
3. After linear bar code labels/MSLs are created for the APS-3 equipment by personnel from the redeploying unit or TSC designated control element, do they scan them to verify accuracy of the data? (Use COMMENTS column to identify who accomplishes the action and where the action takes place.)				
4. If tasked by the TSC or ASCC, do personnel from the redeploying unit or TSC designated control element ensure that RFID tags are written and mounted to APS-3 equipment items that will move to the SPOE for storage				

7.2 Creation of New/Replacement MSLs and RFID Tags at the AA, RAA, or TSB				
	YES	NO	N/A	COMMENTS
aboard a pre-positioned ship? (Use COMMENTS column to identify who accomplishes the action and where the action takes place.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
5. After RFID tags have been written by personnel from the redeploying unit or TSC designated control element, do they use the HHI/mobile reader to verify the accuracy of the tag data? (Use COMMENTS column to identify who accomplishes the action and where the action takes place.)				
6. After RFID tags have been written and verified for accuracy by personnel from the redeploying unit or TSC designated control element, do they pass the RFID tag data to the correct CONUS/Regional ITV Server using appropriate RFID tag writing software? (Note: The RFID tag data becomes initial load data for the appropriate CONUS/Regional ITV Server.) (Use COMMENTS column to identify who accomplishes the action and where the action takes place.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

ADDITIONAL COMMENTS

7.3 Collection and Reporting of ITV Movement Data				
	YES	NO	N/A	COMMENTS
7.3.1 ITV Movement Reporting Requirements				

1. Does the Theater Redeployment ITV Plan or ASCC require ITV movement reporting to GTN when:
 	
   a. APS-3 equipment departs the AA, RAA, or TSB for the SPOE?
 	
   b. APS-3 equipment arrives at the SPOE?
 	
(Note: For unit strategic movements, the DOD AIT Implementation Plan requires that the arrival and departure of unit equipment, cargo, and personnel at all nodes from origin to destination be visible in GTN within one hour of the event. The AA, RAA, TSB, and APS-3 equipment receiving/storage site are considered to be nodes.)				

7.3.2 Capturing and Reporting ITV Departure Data at the AA, RAA, or TSB				
1. Does the Theater Redeployment ITV Plan or ASCC require that convoys or CULT vehicles moving APS-3 equipment to the SPOE have satellite tracking system transponders installed?				
If answer to question 1 is NO, proceed to question 3 in this sub-section. If answer to question 1 is YES, proceed to question 2 in this sub-section.				

2. If the Theater ITV Plan or ASCC requires satellite tracking of APS-3 equipment moving to the SPOE:
 	
   a. Is the TSC designated control element at the AA, RAA, or TSB tasked to implement this higher headquarters requirement?
 	
   b. Are personnel from the TSC designated control element trained and equipped to install, test, and maintain satellite transponders? (Identify which satellite tracking system is used in COMMENTS column.)
 	
   c. Do personnel from the TSC designated control element install satellite transponders on specified APS-3 equipment or on CULT vehicles moving the APS-3 equipment?
 	
   d. Is the satellite tracking location data reported to				

7.3 Collection and Reporting of ITV Movement Data				
	YES	NO	N/A	COMMENTS
the appropriate CONUS/Regional ITV Server?				
e. Within the CONUS/Regional ITV Server database, is the satellite tracking location data integrated with ITV data obtained from interrogated RFID tags?				
3. Are RFID tag readers/interrogators installed at the AA, RAA, or TSB?				
If answer to question 3 is NO proceed to question 5 in this sub-section. If answer to question 3 is YES continue on in this sub-section.				

4. When APS-3 equipment departs the AA, RAA, or TSB for the SPOE:
 	
    a. Does the equipment pass by a fixed or mobile RFID tag reader/interrogator that is located at the departure gate?
 	
    b. Are the RFID tags that are mounted on the equipment interrogated by a fixed or mobile RFID tag reader/interrogator?
 	
    c. Is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server automatically?
 	
    d. Does the CONUS/Regional ITV Server pass interrogated RFID tag data GTN and JTAV expeditiously?
 	
    e. Does the unit ITV movement data appear in GTN within one hour of the unit departure event?
 	
(Use COMMENTS column to identify where the action takes place.)				

5. When APS-3 equipment departs the AA, RAA, or TSB for the SPOE, do personnel from the TSC designated control element:
 	
    a. Scan the MSLs that are affixed to the departing equipment?
 	
    b. Input the scanned MSL data into TC-AIMS II?				

7.3 Collection and Reporting of ITV Movement Data				
	YES	**NO**	**N/A**	**COMMENTS**
c. Report ITV movement data to GTN within one hour after the unit equipment departs? (Use COMMENTS column to identify where the action takes place.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
7.3.3 Capturing and Reporting ITV Arrival Data at the SPOE				
1. Is the APS-3 equipment receipt site at the SPOE managed by a control element designated by the TSC or is it managed by an AMC-LSE? (Use COMMENTS column to identify answer.)				

2. Is the organization that accepts APS-3 equipment at the SPOE supported by:
 	
    a. A TC-AIMS II equipped computer with appropriate RFID tag writing software? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions*.)(If supporting AIS is not TC-AIMS II, then what AIS is used?
 	
    b. AIT related devices such as a HHI/mobile reader so MSLs can be scanned?
 	
    c. RFID tag readers/interrogators?
 	
    d. Sufficient communications capability to allow for reporting to GTN of applicable ITV movement data?				

If all answers to question 2 are NO, proceed to sub-section 11.7. If any answers to question 2 are YES, continue on in this sub-section.				

3. When APS-3 equipment items arrive at the SPOE and are processed for turn-in, do personnel from a TSC designated control element or AMC-LSE:
 	
    a. Scan the MSLs that are affixed to arriving equipment?
 	
    b. Input the scanned MSL data into TC-AIMS II or				

7.3 Collection and Reporting of ITV Movement Data				
	YES	NO	N/A	COMMENTS
other AIS? (If AIS that is used is not TC-AIMS II then identify in COMMENTS column.) c. Report ITV movement data to GTN within one hour after unit equipment and cargo items arrive? (Use COMMENTS column to identify which organization (TSC designated control element or AMC-LSE) accomplished the specific action.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

4. When APS-3 equipment arrives at the SPOE:
 	
    a. Does the equipment pass by a fixed or mobile RFID tag reader/interrogator?
 	
    b. Are the RFID tags that are mounted on the equipment interrogated by a fixed or mobile RFID tag reader/interrogator?
 	
    c. Is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server automatically?
 	
    d. Does the CONUS/Regional ITV Server pass interrogated RFID tag data to GTN and JTAV expeditiously?
 	
    e. Does the unit ITV movement data appear in GTN within one hour of the unit departure event?				

5. When the APS-3 equipment items have arrived at the pre-positioned ship for return to a storage status, do AMC-LSE personnel report the ITV movement event to GTN?				

ADDITIONAL COMMENTS

7.3.1 ITV Movement Reporting Requirements

7.3.2 Capturing and Reporting ITV Departure Data at the AA, RAA, or TSB

7.3.3 Capturing and Reporting ITV Arrival Data at the SPOE

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Section 8 - AIT Actions En Route to the APOE/SPOE or to Destinations in the Same Theater of Operations

8.1 Planning for Use of AIT Devices at En Route Locations				
	YES	NO	N/A	COMMENTS
1. Does the Theater Redeployment ITV Plan or ASCC require ITV movement reporting to GTN when unit soldiers, equipment, and cargo transit en route locations? (Note: The DOD AIT Implementation Plan does not require ITV movement reporting to GTN for unit soldiers, equipment, and cargo arriving at and departing from en route locations [e.g., CSCs, rest sites, check points, etc.]. However, the Theater Redeployment ITV Plan or ASCC may require en route reporting at designated locations.)				
2. Does the Theater Redeployment ITV Plan or ASCC identify the en route locations where RFID tag readers/ interrogators will be installed in order to capture ITV data on unit equipment and cargo?				
If answer to question 2 is NO proceed to sub-section 8.3. If answer to question 2 is YES continue on in this sub-section.				
3. If redeployment ITV movement data is going to be captured, are fixed or mobile RFID tag readers/ interrogators set up at any of the following types of en route locations: a. Support sites? b. Highway rest stops? c. CSCs? d. Trailer transfer points? e. MP or MCT checkpoints? f. International border crossings? g. Rail transit points?				

ADDITIONAL COMMENTS

8.2 Installing RFID Tag Readers/Interrogators at En Route Locations				
	YES	**NO**	**N/A**	**COMMENTS**
Proceed to sub-section 12.2 (Installing RFID Tag Readers/Interrogators at En Route Locations) in Part 1. After completing sub-section 12.2, proceed to sub-section 8.3 in Part 2.				

ADDITIONAL COMMENTS

8.3 Training of Personnel at En Route Locations on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**
1. Has the TSC designated a support element to manage activities at the en route location? (Use COMMENTS column to identify locations where support elements have been designated.)				
If answer to question 1 is NO proceed to sub-section 8.4. If answer to question 1 is YES proceed to sub-section 12.3 (Training of Personnel at En Route Locations on AIT Devices) in Part 1. After completing sub-section 12.3, proceed to sub-section 8.4 in Part 2.				

ADDITIONAL COMMENTS

8.4 Collection and Reporting of ITV Movement Data				
	YES	**NO**		**COMMENTS**
1. When RFID tagged unit equipment, vehicles, rolling stock, 463L pallets, and containers pass by a RFID tag reader/interrogator at a theater en route location, is the interrogated ITV movement data being automatically reported to the appropriate CONUS/ Regional ITV Server?				
2. Does the CONUS/Regional ITV Server pass the interrogated RFID tag data to GTN and JTAV expeditiously? (Note: Unit ITV movement data should				

8.4 Collection and Reporting of ITV Movement Data				
	YES	**NO**	**N/A**	**COMMENTS**
be visible in GTN within one hour of the event.)				
3. Is satellite transponder location information for convoy movements being reported to the appropriate CONUS/Regional ITV Server?				

ADDITIONAL COMMENTS

8.5 Redeployment Routing				
		NO	**N/A**	

1. Is the redeploying unit moving to:
 	
  a. Marshaling areas at the APOE?
 	
  b. Marshaling areas at the SPOE?
 	
  c. By rail or convoy to final destinations in another part of the same theater (intra-theater movement)?				

If answer to question 1 is "a", proceed to Section10 (AIT Actions at the APOE) in Part 2. If answer to question 1 is "b" proceed to Section 11 (AIT Actions at the SPOE) in Part 2. If answer to question 1 is "c", proceed to Section 9 (AIT Actions at OCONUS Home Stations/ Installations) in Part 2.				

ADDITIONAL COMMENTS

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Section 9 - AIT Actions at OCONUS Home Stations/Installations

9.1 Redeployment Routing				
		NO		COMMENTS
1. Is the redeploying unit returning to its OCONUS home station/installation that is located in another part of the theater: a. Via rail without passing through an APOE or SPOE? b. Via convoy without passing through an APOE or SPOE? c. Via rail after passing through an APOD or SPOD? d. Via convoy after passing through an APOD or SPOD?				
If any answers to question 1 are YES proceed to sub-section 9.2. If all answers to question 1 are NO proceed to Section 10 (AIT Actions at the APOE) or Section 11 (AIT Actions at the SPOE).				
ADDITIONAL COMMENTS				

9.2 ASCC ITV Tasking				
	YES	NO	N/A	COMMENTS
1. Does the Theater Redeployment ITV Plan or ASCC require that movement data be captured and reported to GTN for unit soldiers, equipment, and cargo arriving at the OCONUS home station/installation? (Note: The DOD AIT Implementation Plan requires ITV movement reporting to GTN for unit soldiers, equipment, and cargo arriving at the destination installation/home station.)				
If answer to question 1 is NO, proceed to desired section. If answer to question 1 is YES, proceed to sub-section 9.3.				
ADDITIONAL COMMENTS				

9.3 Installing RFID Tag Readers/Interrogators at OCONUS Home Stations/Installations				
	YES		**N/A**	**COMMENTS**

1. If ITV movement data is going to be captured at the OCONUS home station/installation, are fixed or mobile RFID tag readers/interrogators set up at locations such as:
 	
    a. Highway arrival gates?
 	
    b. Rail arrival gates?				

If answer to question 1 is NO, proceed to sub-section 9.4. If answer to question 1 is YES, proceed to question 2 in this sub-section.				

2. At the OCONUS home station/installation:
 	
    a. Is the RFID host computer registered with the appropriate CONUS/Regional ITV Server to allow for correct routing of ITV movement data? (Source: TIPS Users Manual)
 	
    b. Are RFID tag readers/interrogators correctly set to collect tag data? (Note: Location, function, and purpose of the RFID tag reader/interrogator must be considered. RFID tag readers/interrogators can be set either in a continuous or intermittent mode.) (Source: Lessons Learned, Exercise Foal Eagle 1999 Deployment)
 	
    c. Are the RFID tag readers/interrogators positioned so there is no electro-magnetic interference caused by obstacles or high voltage equipment? (Source: PM AIT CD containing RFID Multimedia Training Package)
 	
    d. Are the RFID tag readers/interrogators positioned high enough to accurately read tags on vehicles, rolling stock, containers, and pallets? (Source: PM AIT CD containing RFID Multimedia Training Package)
 	
    e. Are any RF relays located more than 1.5 miles apart? (Note: Distances greater then 1.5 miles may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)
 	
    f. Are there tall buildings or hills between the RF relays and other RFID tag readers/interrogators that				

9.3 Installing RFID Tag Readers/Interrogators at OCONUS Home Stations/Installations				
	YES	NO	N/A	COMMENTS
impede their line of sight? (Note: Obstructions may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package) g. Are the RF relays too near other RF emitting equipment (not AIT equipment) – thus causing RFID tag reading interference? (Note: Interference may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)				

ADDITIONAL COMMENTS

9.4 Training of Personnel at OCONUS Home Stations/Installations on AIT Devices				
		NO		COMMENTS
1. At the OCONUS home station/installation, have personnel been designated to manage, capture, and report arrival related ITV movement events? (Note: For purposes of this checklist this activity will be referred to as the "installation support element.")				
If answer to question 1 is NO, proceed to sub-section 9.5. If answer to question 1 is YES, proceed to question 2 in this sub-section.				
2. Has the installation support element been tasked by the ASCC or TSC to: a. Scan the MSLs that are affixed to unit equipment and cargo arriving at the installation? b. Input the scanned MSL related equipment and cargo data into TC-AIMS II? c. Pass ITV movement data to GTN within one hour after unit equipment and cargo items arrive at the installation? d. Scan the Smart Cards for all unit soldiers arriving at the installation?				

9.4 Training of Personnel at OCONUS Home Stations/Installations on AIT Devices				
	YES	NO	N/A	COMMENTS

e. Input the scanned Smart Card data for the arriving unit soldiers into TC-AIMS II?
 	
    f. Pass ITV movement data to GTN within one hour after the unit soldiers arrive at the installation?
 	
    g. Monitor/maintain RFID tag readers/interrogators (if installed)?
 	
    h. Disable and remove satellite transponders that are installed on arriving unit equipment and/or transport vehicles?				

If all answers to question 2 are NO, proceed to sub-section 9.5. If any answers to question 2 are YES, continue on in this sub-section.				

3. Does the installation support element have:
 	
    a. A TC-AIMS II equipped computer with appropriate RFID tag writing software? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
    b. MSL scanning devices such as a HHI/mobile reader?
 	
    c. A Smart Card scanning capability?				

4. Is the installation support element able to:
 	
    a. Scan MSLs?
 	
    b. Scan Smart Cards?				

5. Is the installation support element able to effectively troubleshoot the RFID tag reader/interrogator:
 	
    a. When no LEDs are illuminated?
 	
    b. When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package)				

9.4 Training of Personnel at OCONUS Home Stations/Installations on AIT Devices				
	YES	NO	N/A	COMMENTS
6. Are designated personnel from the installation support element able to remove and disable satellite transponders that are mounted on unit equipment/cargo or on transport vehicles (e.g., designated vehicles in convoys)? (Note: This action will be based on TSC or ASCC policy.)				

ADDITIONAL COMMENTS

9.5 Collection and Reporting of ITV Movement Data				
		NO		COMMENTS
1. When RFID tagged vehicles, equipment, containers, rolling stock, or 463L pallets that belong to the redeploying unit arrive at the OCONUS home station/installation, are the tags interrogated by an RFID tag reader/interrogator?				
If answer to question 1 is NO proceed to question 5 in this sub-section. If answer to question 1 is YES continue on in this sub-section.				
2. At the OCONUS home station/installation, is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server automatically?				
3. Does the CONUS/Regional ITV Server pass interrogated RFID tag data to GTN and JTAV expeditiously?				
4. Is the interrogated unit RFID tag data visible in GTN within one hour of the event?				
5. At the OCONUS home station/installation, do designated personnel from the installation support element: a. Scan the MSLs that are affixed to all arriving unit equipment and cargo items? b. Enter the scanned MSL data into TC-AIMS II? c. Report ITV movement data to GTN within one hour after unit equipment and cargo items arrive?				

9.5 Collection and Reporting of ITV Movement Data				
	YES	NO	N/A	COMMENTS
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

6. At the OCONUS home station/installation, do designated personnel from the installation support element:
 	
    a. Scan the Smart Cards for all arriving unit soldiers?
 	
    b. Input the scanned Smart Card data for the unit soldiers into TC-AIMS II?
 	
    c. Pass the ITV movement data to GTN within one hour after arrival of the unit soldiers?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

7. Do designated personnel from the redeploying unit assist the installation support element in collecting and reporting arrival related ITV movement data?				

ADDITIONAL COMMENTS

9.6 Removal and Management of RFID Tags and Satellite Transponders				
	YES	NO	N/A	COMMENTS

1. When RFID tagged vehicles, rolling stock, equipment, containers, or 463L pallets arrive at the OCONUS home station/installation and the tags are read for the final time, do designated personnel from the installation support element:
 	
    a. Remove the RFID tags from the equipment and cargo items if required by the Theater Redeployment ITV Plan or ASCC policy?
 	
    b. Deactivate/"power down" the RFID tags?				

9.6 Removal and Management of RFID Tags and Satellite Transponders				
	YES	NO	N/A	COMMENTS
c. Recycle the RFID tags for reuse based on the Theater Redeployment ITV Plan or ASCC policy? (Note: The tags may be collected and used to support other redeploying units.)				
2. When unit equipment or cargo items, designated convoy vehicles, or CULT vehicles that have installed satellite transponders arrive at the OCONUS home station/installation, do designated personnel from the installation support element: a. Remove the installed satellite transponders? b. Disable the satellite transponders? c. Recycle the satellite transponders based on the Theater Redeployment ITV Plan or ASCC policy? (Use COMMENTS column to specify whether the satellite transponders were installed on equipment or cargo items, convoy vehicles, and/or CULT vehicles.)				
3. Do designated personnel from the redeploying unit assist the installation support element in removing and deactivating: a. RFID tags? b. Satellite transponders?				

ADDITIONAL COMMENTS

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Section 10 - AIT Actions at the APOE

10.1 APOE AIT Integration Plans				
	YES	**NO**		**COMMENTS**
Proceed to sub-section 6.1 (APOE AIT Integration Plan) in Part 1 and sub-section 1.5 (ITV/AIT Support Plans for the POEs and PODs) in Part 2. After completing these sub-sections, proceed to sub-section 10.2 in Part 2.				
ADDITIONAL COMMENTS				

10.2 Installing RFID Tag Readers/Interrogators at the APOE.				
	YES	**NO**	**N/A**	**COMMENTS**
1. Are RFID tag readers/interrogators installed at the APOE?				
If answer to question 1 is NO proceed to sub-section 10.3. If answer to question 1 is YES proceed to sub-section 6.2 (Installing RFID Tag Readers/ Interrogators at the APOE) in Part 1. After completing this sub-section, proceed to sub-section 10.3 in Part 2.				
ADDITIONAL COMMENTS				

10.3 Training of Personnel at the APOE on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**

1. Is the APOE equipped with:
 	
   a. RFID tag readers/interrogators?
 	
   b. Other AIT devices such as hand held bar code/MSL scanners, RFID tag docking stations, and MSL label makers?
 	
   c. RFID tag writing software?				

If all answers to question 1 are NO, proceed to sub-section 10.4. If any answers to question 1 are YES proceed to sub-section 6.3 (Training of Personnel at the APOE on AIT Devices) in Part 1 as it relates to the				

10.3 Training of Personnel at the APOE on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**
DACG, marshaling area control element, and the contractor. After completing this sub-section, proceed to sub-section10.4 in Part 2.				
ADDITIONAL COMMENTS				

10.4 Movement of Unit Soldiers through the APOE				
	YES	**NO**		**COMMENTS**
Proceed to sub-section 6.4 (Movement of Unit Soldiers through the APOE) in Part 1. After completing this sub-section, proceed to sub-section 10.5 in Part 2.				
ADDITIONAL COMMENTS				

10.5 Movement of Unit Equipment and Cargo through the APOE				
	YES	**NO**	**N/A**	**COMMENTS**
Proceed to sub-section 6.5 (Movement of Unit Equipment and Cargo through the APOE) in Part 1. After completing this sub-section, proceed to sub-section 10.6 in Part 2.				
ADDITIONAL COMMENTS				

10.6 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the APOE				
	YES		**N/A**	**COMMENTS**
Proceed to sub-section 6.6 (Creation of New/ Replacement RFID Tags, MSLs, and Smart Cards at the APOE) in Part 1. After completing this sub-section, proceed to sub-section10.7 in Part 2.				
ADDITIONAL COMMENTS				

10.7 Quality Control				
	YES		**N/A**	**COMMENTS**
Proceed to sub-section 6.7 (Quality Control) in Part 1. After completing this sub-section, proceed to Section 11 in Part 2.				

ADDITIONAL COMMENTS

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Section 11 - AIT Actions at the SPOE

11.1 SPOE AIT Integration Plans				
	YES		**N/A**	
Proceed to sub-sections 7.1 (SPOE AIT Integration Plans) in Part 1 and 1.5 (ITV/AIT Support Plans for the POEs and PODs) in Part 2. After completing these sub-sections, proceed to sub-section 11.2 in Part 2.				
ADDITIONAL COMMENTS				

11.2 Installing RFID Tag Readers/Interrogators at the SPOE.				
	YES	**NO**	**N/A**	**COMMENTS**
1. Are RFID tag readers/interrogators installed at the SPOE?				
If answer to question 1 is NO proceed to sub-section 11.3. If answer to question 1 is YES, proceed to sub-section 7.2 (Installing RFID Tag Readers/Interrogators at the SPOE) in Part 1. After completing this sub-section, proceed to sub-section 11.3 in Part 2.				
ADDITIONAL COMMENTS				

11.3 Training of Personnel at the SPOE on AIT Devices				
	YES		**N/A**	**COMMENTS**

1. Is the SPOE equipped with:
 	
    a. RFID tag readers/interrogators?
 	
    b. Other AIT devices such as hand held bar code/MSL scanners, RFID tag docking stations, and MSL label makers?
 	
    c. RFID tag writing software?				

If all answers to question 1 are NO proceed to sub-section 11.4. If any answers to question 1 are YES proceed to sub-section 7.3 (Training of Personnel at the SPOE on AIT Devices) in Part 1 as it relates to the PSA,				

11.3 Training of Personnel at the SPOE on AIT Devices				
	YES	NO	N/A	COMMENTS
marshaling area control element, and the contractor. After completing this sub-section, proceed to sub-section 11.4 in Part 2.				
ADDITIONAL COMMENTS				

11.4 Movement of Unit Soldiers through the SPOE				
	YES	NO		COMMENTS
Proceed to sub-section 7.4 (Movement of Unit Soldiers through the SPOE) in Part 1. After completing this sub-section, proceed to sub-section 11.5 in Part 2.				
ADDITIONAL COMMENTS				

11.5 Movement of Unit Equipment and Cargo through the SPOE				
	YES		N/A	
Proceed to sub-section 7.5 (Movement of Unit Equipment and Cargo through the SPOE) in Part 1. After completing this sub-section, proceed to sub-section 11.6 in Part 2.				
ADDITIONAL COMMENTS				

11.6 Return of APS-3 Equipment				
	YES	NO	N/A	COMMENTS
1. Did the redeploying unit move APS-3 equipment to the SPOE so the equipment could be returned to storage aboard a pre-positioned ship?				
If answer to question 1 is NO, proceed to sub-section 11.7. If answer to question 1 is YES, proceed to sub-section 7.3.3 (Capturing and Reporting ITV Arrival Data at the SPOE).				

ADDITIONAL COMMENTS

11.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the SPOE				
	YES		**N/A**	
Proceed to sub-section 7.6 (Creation of New/ Replacement RFID Tags, MSLs, and Smart Cards at the SPOE) in Part 1. After completing this sub-section, proceed to sub-section 11.8 in Part 2.				

ADDITIONAL COMMENTS

11.8 Quality Control				
	YES	**NO**	**N/A**	
Proceed to sub-section 7.7 (Quality Control) in Part 1. After completing this sub-section, proceed to Section 12 in Part 2.				

ADDITIONAL COMMENTS

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Section 12 - AIT Actions at the APOD

12.1 Redeployment Routing				
	YES	**NO**	**N/A**	**COMMENTS**

1. Is the unit redeploying through:
 	
    a. An APOD in a different theater of operations to undertake new operations?
 	
    b. A CONUS APOD en route to the destination installation/demobilization station/RC unit home station?
 	
    c. An OCONUS APOD en route to the destination installation/home station?				

If answer to question 1 is "a", proceed to Sections 8-13 in Part 1. If answer to question 1 is "b" or "c", proceed to sub-section 12.2 in Part 2.				
ADDITIONAL COMMENTS				

12.2 APOD AIT Integration Plans				
	YES	**NO**	**N/A**	**COMMENTS**
Proceed to sub-section 8.1 (APOD AIT Integration Plans) in Part 1. Then proceed to sub-sections 1.4 (ASG/SI Planning and Preparation), 1.5 (AIT Integration Plans for the POEs and PODs), and 1.7 (Supporting Unit Planning and Preparation) in Part 2. After completing these sub-sections, proceed to sub-section 12.3 in Part 2.				
ADDITIONAL COMMENTS				

12.3 Installing RFID Tag Readers/Interrogators at the APOD.				
	YES		**N/A**	**COMMENTS**
1. Are RFID Tag readers/interrogators installed at the APOD?				

12.3 Installing RFID Tag Readers/Interrogators at the APOD.				
	YES	**NO**	**N/A**	**COMMENTS**
If answer to question 1 is NO, proceed to sub-section 12.4. If answer to question 1 is YES, proceed to sub-section 8.2 (Installing RFID Tag Readers/Interrogators at the APOD) in Part 1. After completing this sub-section, proceed to sub-section 12.4 in Part 2.				

ADDITIONAL COMMENTS

12.4 Training of Personnel at the APOD on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**

1. Is the APOD equipped with:
 	
   a. RFID tag readers/interrogators?
 	
   b. Other AIT devices such as hand held bar code/MSL scanners, RFID tag docking stations, and MSL label makers?
 	
   c. RFID tag writing software?				

If all answers to question 1 are NO, proceed to sub-section 12.5. If any answers to question 1 are YES, proceed to sub-section 8.3 (Training of Personnel at the APOD on AIT Devices) in Part 1. Go through checklist in sub-section 8.3. When doing so, substitute "TSC" with "SI, TSC, ASG or redeploying unit's higher headquarters or MACOM." After completing this sub-section proceed to sub-section 12.5 in Part 2.				

ADDITIONAL COMMENTS

12.5 Movement of Unit Soldiers through the APOD				
	YES		**N/A**	
12.5.1 ITV Movement Reporting Requirements				
1. Does the Theater Redeployment ITV Plan, ASCC, or the redeploying unit's higher headquarters or MACOM require ITV movement reporting to GTN for unit soldiers arriving at the APOD? (Note: The DOD AIT Implementation Plan requires reporting to GTN within one hour for unit soldiers arriving at the APOD.)				
2. Does the Theater Redeployment ITV Plan, ASCC, or the redeploying unit's higher headquarters or MACOM require ITV movement reporting to GTN for unit soldiers departing the APOD? (Note: The DOD AIT Implementation Plan requires ITV movement reporting to GTN for unit equipment and cargo departing the APOD.)				
12.5.2 Capturing and Reporting ITV Arrival Data				

1. At the APOD:
 	
    a. Do designated personnel from the TALCE/aerial port squadron/base deployment support activity use GATES/RGATES/GDSS or other AISs (e.g., CMOS) to report the arrival of the airlift aircraft and associated unit passengers to GTN?   (Note: Passenger manifest information should already be present in the GTN database as a result of GTN reporting made at the APOE.)
 	
    b. Which organization (TALCE, aerial port squadron, or base deployment support activity) accomplishes this ITV movement reporting?
 	
    c. Is this ITV movement reporting of aircraft arrival to GTN being made within one hour of the event?
 	
(Note: The DOD AIT Implementation Plan requires reporting to GTN within one hour for unit soldiers arriving at the APOD.)				

12.5.3 Processing Unit Soldiers at the APOD				
1. After unit soldiers have disembarked from the aircraft at the APOD, do designated personnel from the TALCE/aerial port squadron/base deployment support activity turn control of the passengers over to the AACG?				
2. At the APOD, has the SI, TSC, or ASG designated and tasked a support unit to assist the supporting aerial				

12.5 Movement of Unit Soldiers through the APOD	YES	NO	N/A	COMMENTS
port squadron, base deployment support activity, and/or AACG with receiving and processing unit soldiers?				

3. For unit soldiers who will process through the APOD before onward movement to their destination installation/demobilization station/RC unit home station, do personnel from the AACG or designated support unit:
 	
    a. Scan the soldiers' Smart Cards when the unit soldiers arrive at the passenger holding area? (Note: This scanned data can be used for accountability purposes at the passenger holding area as well as serving as a passenger file that can be input to TC-AIMS II. The data can then be provided to the supporting ITO/base traffic management office (TMO) for coordination of onward movement.)
 	
    b. Pass this passenger file to the supporting ITO/base TMO for coordination of onward movement?
 	
Which organization (AACG or SI, ASG, or TSC designated support unit) accomplishes each of these actions? (Use COMMENTS column to specify.)
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

4. At the installation/base supporting the APOD, does the supporting ITO/base TMO/supporting movement control organization use the passenger data to determine passenger movement requirements and to coordinate movement conveyances?				
5. If a soldier needs a Smart Card created because his/her card was damaged or lost during the redeployment to the APOD, does the designated support unit create a new card if requested to do so by the redeploying unit?				
12.5.4 Capturing and Reporting ITV Departure Data				
1. For unit soldiers departing the APOD for the destination installation/demobilization station/RC unit home station: a. Are the Smart Cards for the unit soldiers scanned				

12.5 Movement of Unit Soldiers through the APOD				
	YES	**NO**	**N/A**	**COMMENTS**

when they board transportation conveyances that are departing the APOD? (Note: This scan allows for internal accountability of unit soldiers who departed the passenger holding area within the APOD and provides data that can be input to TC-AIMS II and passed to GTN.)
 	
    b. Is ITV movement data reported to GTN for the departing passengers?
 	
    c. Is ITV movement data reported to GTN within one hour of the unit departure event?
 	
    d. What AIS is used to pass applicable ITV movement data to GTN? (Identify AIS in COMMENTS column.)
 	
Which organization (AACG or SI, ASG, or TSC designated support unit) accomplishes each of these actions? (Use COMMENTS column to specify.)
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

ADDITIONAL COMMENTS

12.5.1 ITV Movement Reporting Requirements

12.5.2 Capturing and Reporting ITV Arrival Data

12.5.3 Processing Unit Soldiers at the APOD

12.5.4 Capturing and Reporting ITV Departure Data

12.6 Movement of Unit Equipment and Cargo through the APOD				
	YES		N/A	
12.6.1 ITV Movement Reporting Requirements				
1. Does the Theater Redeployment ITV Plan, ASCC, or the redeploying unit's higher headquarters or MACOM require ITV movement reporting to GTN for unit equipment and cargo arriving at the APOD? (Note: The DOD AIT Implementation Plan requires reporting to GTN within one hour for unit equipment and cargo arriving at the APOD.)				
2. Does the Theater Redeployment ITV Plan, ASCC, or the redeploying unit's higher headquarters or MACOM require ITV movement reporting to GTN for unit equipment and cargo departing the APOD? (Note: The DOD AIT Implementation Plan requires ITV movement reporting to GTN for unit equipment and cargo departing the APOD.)				
12.6.2 Capturing and Reporting ITV Arrival Data				
1. At the APOD, has the SI, ASG, or TSC designated and tasked a support unit to assist the aerial port operator and the AACG with receiving and processing unit equipment and cargo?				
2. At the APOD: a. Do designated personnel from the TALCE/aerial port squadron/base deployment support activity use GATES/RGATES/GDSS or other AISs (e.g., CMOS) to report the arrival of the airlift aircraft and associated unit equipment and cargo to GTN? (Note: Cargo manifest information should already be present in the GTN database as a result of GTN reporting made at the APOE.) b. Is this ITV movement reporting of aircraft arrival to GTN being made within one hour of the event?				
3. After unit equipment, vehicles, rolling stock, containers, and 463L pallets have been downloaded from the aircraft, do designated personnel from the TALCE/aerial port squadron/ base deployment support activity: a. Scan the MSLs that are affixed to all unit equipment and cargo items after the items have been downloaded from the aircraft?				

12.6 Movement of Unit Equipment and Cargo through the APOD				
	YES	NO	N/A	COMMENTS
b. Input the scanned unit equipment and cargo data into GATES/RGATES/CMOS?				
c. Turn control of the unit equipment and cargo over to the AACG or SI, ASG, or TSC designated support unit after all unit equipment and cargo items have been accounted for?				
12.6.3 Processing Unit Equipment and Cargo at the Equipment Holding Area				

1. After the unit equipment and cargo items have been turned over to the AACG/designated support unit, do personnel from the AACG/designated support unit, with help from and in coordination with the redeploying unit:
 	
   a. Take control of the unit equipment, vehicles, rolling stock, containers, and 463L pallets before the items are moved to the equipment holding area? (Note: The equipment holding area is usually in close proximity of the aircraft off loading location at the APOD and may be separated into several distinct parts such as a helicopter assembly area, equipment holding location, and 463L pallet holding/reconfiguration area).
 	
   b. Scan the MSLs that are affixed to unit equipment, vehicles, rolling stock, containers, and 463L pallets and input the data into TC-AIMS II as the equipment and cargo items move into the equipment holding area? (Note: This action establishes a database that can be used for accountability and internal control by the AACG/designated support unit.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
   c. Identify any damaged or incorrect MSLs to personnel from the redeploying unit so corrective actions can be made?				

2. Are fixed or mobile RFID tag readers/interrogators located at the entrance to the equipment holding area?				
If answer to question 2 is NO, proceed to question 5 in this sub-section. If answer to question 2 is YES, proceed to question 3 in this sub-section.				
3. If fixed or mobile RFID tag readers/interrogators are				

12.6 Movement of Unit Equipment and Cargo through the APOD				
	YES	**NO**	**N/A**	**COMMENTS**

located at the entrance to the equipment holding area, are:
 	
    a. All RFID tags that are attached to unit equipment and cargo items being interrogated when the items enter the equipment holding area?
 	
    b. Is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server automatically?				

4. Does the CONUS/Regional ITV Server pass interrogated tag data to GTN and JTAV expeditiously?				

5. If replacement MSLs need to be created, do designated personnel from the redeploying unit:
 	
    a. Create replacement MSLs for those that were damaged during deployment to the APOD?
 	
    b. Request assistance from the AACG/designated support unit if help is required to create MSLs?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

6. If unit equipment and cargo items have to be reconfigured at the equipment holding area, do designated personnel from the redeploying unit:
 	
    a. Create new MSLs for the reconfigured equipment and cargo items?
 	
    b. Write new RFID tags for the reconfigured equipment and cargo items if required?
 	
    c. Scan the newly written tag to verify accuracy of the data?
 	
    d. Ensure the written tag data is sent to the applicable CONUS/Regional ITV Server?
 	
    e. Input necessary reconfigured equipment and cargo data into TC-AIMS II?				

12.6 Movement of Unit Equipment and Cargo through the APOD				
	YES	NO	N/A	COMMENTS
f. Coordinate with the AACG/designated support unit to ensure that the reconfigured equipment and cargo data gets passed to GTN? g. Request assistance from the AACG/designated support unit if help in producing MSLs or RFID tags is required? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

7. If replacement RFID tags need to be written at the equipment holding area, do designated personnel from the redeploying unit:
 	
    a. Write replacement RFID tags for the applicable equipment and cargo items before the items depart the equipment holding area? (Note: If a replacement RFID tag requires writing, then the redeploying unit should have the data available in the TC-AIMS II UDL database.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
    b. Scan the newly written tag to verify accuracy of the data?
 	
    c. Ensure the written tag data is sent to the applicable CONUS/Regional ITV Server?
 	
    d. Ensure all damaged tags are deactivated/ "powered down" if damaged tags are replaced?
 	
    e. Request assistance from the AACG/designated support unit if help in writing RFID tags is required?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

8. Are designated personnel from the redeploying unit deactivating the RFID tag batteries if: a. Unit equipment and cargo items are downloaded				

12.6 Movement of Unit Equipment and Cargo through the APOD				
	YES	NO	N/A	COMMENTS
from a 463L pallet and the original RFID tag is removed because it is no longer needed?				
b. Unit equipment and cargo items are reconfigured and the original tag is no longer needed?				
c. The decision is made not to use RFID tags to track unit equipment and cargo beyond this point (APOD)?				
9. At the equipment holding area, do personnel from the redeploying unit and AACG/ designated support unit share information relating to what equipment and cargo items have arrived at the APOD, arrived at the equipment holding area, and departed the equipment holding area?				
10. Do unit equipment and cargo items depart the equipment holding area for: a. The destination installation/demobilization station/RC unit home station? b. A marshaling area at the APOD?				
If answer to question 10 is "a" proceed to sub-section 12.6.5. If answer to question 10 is "b" proceed to sub-section 12.6.4.				
12.6.4 Processing Unit Equipment and Cargo at the Marshaling Area				
1. Is a marshaling area established at the APOD?				
If answer to question 1 is NO, proceed to sub-section 12.6.5. If answer to question 1 is YES, continue on in this sub-section.				
2. Has the SI, ASG, TSC or redeploying unit's higher headquarters or MACOM designated a marshaling area control element to manage operations in the marshaling area at the APOD?				
If answer to question 2 is NO proceed to question 4 in this sub-section. If answer to question 2 is YES proceed to question 3 in this sub-section.				
3. When unit equipment and cargo items depart the equipment holding area and arrive at the marshaling area, do designated personnel from the marshaling area control element:				

12.6 Movement of Unit Equipment and Cargo through the APOD				
	YES	**NO**	**N/A**	**COMMENTS**
a. Scan the MSLs that are affixed to arriving unit equipment and cargo items as part of the receipt process? (Note: This action is for internal marshaling area accountability purposes.)				
b. Assist the redeploying unit in correcting any MSL, bar code, or RFID tag discrepancies that still require fixing if requested to do so by the redeploying unit? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

4. If a new or replacement RFID tag needs to be written at the marshaling area at the APOD, do designated personnel from the redeploying unit:
 	
   a. Write new or replacement RFID tags for the applicable equipment and cargo items before the items depart the marshaling area? (Note: If a replacement RFID tag requires writing, then the redeploying unit should have the data available in the TC-AIMS II UDL database.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
   b. Scan the newly written tag to verify accuracy of the data?
 	
   c. Ensure the written tag data is sent to the applicable CONUS/Regional ITV Server?
 	
   d. Ensure all damaged tags are deactivated/ "powered down" if damaged tags are replaced?
 	
   e. Request assistance from the marshaling area control element if help in writing RFID tags is needed?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

5. Are designated personnel from the redeploying unit deactivating the RFID tag batteries if:				

12.6 Movement of Unit Equipment and Cargo through the APOD				
	YES	**NO**	**N/A**	**COMMENTS**
a. Unit equipment and cargo items are downloaded from a 463L pallet and the original RFID tag is removed because it is no longer needed?				
b. Unit equipment and cargo items are reconfigured and the original tag is no longer needed?				
c. The decision is made not to use RFID tags to track unit equipment and cargo beyond this point (APOD)?				
6. At the marshaling area, do designated personnel from the redeploying unit and marshaling area control element share information relating to what equipment and cargo items have arrived at and departed from the marshaling area?				
12.6.5 Capturing and Reporting ITV Departure Data				
12.6.5.1 Unit Equipment and Cargo Departing from the Equipment Holding Area				
1. Do unit equipment and cargo items departing for the destination installation/demobilization station/RC unit home station move directly from the equipment holding area without processing through a marshaling area?				
If answer to question 1 is NO, proceed to sub-section 12.6.2.2. If answer to question 1 is YES, continue on in this sub-section.				
2. Are fixed or mobile RFID tag readers/interrogators located at the equipment holding area departure gates?				
If answer to question 2 is NO, proceed to question 5 in this sub-section. If answer to question 2 is YES, proceed to question 3 in this sub-section.				
3. If fixed or mobile RFID tag readers/interrogators are located at the equipment holding area departure gates:				
a. Are the RFID tags that are attached to unit equipment and cargo items being interrogated when the items depart the equipment holding area?				
b. Is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server automatically?				
4. Does the CONUS/Regional ITV Server pass the				

	YES	NO	N/A	COMMENTS
12.6 Movement of Unit Equipment and Cargo through the APOD				
interrogated tag data to GTN and JTAV expeditiously? (Note: Unit move ITV movement data should be visible in GTN within one hour of the departure event.)				

5. When unit equipment and cargo items depart the equipment holding area, do designated personnel from the AACG/designated support unit:
 	
    a. Scan the MSLs that are affixed to the unit equipment and cargo?
 	
    b. Input the scanned MSL data into TC-AIMS?
 	
    c. Report the ITV movement data to GTN within one hour of the unit departure event?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

Proceed to sub-section 12.7.				
12.6.5.2 Unit Equipment and Cargo Departing from the Marshaling Area				
1. Do unit equipment and cargo items depart for the destination installation/demobilization station/RC unit home station from the marshaling area at the APOD?				
2. Are fixed or mobile RFID tag readers/interrogators located at the marshaling area departure gates?				
If answer to question 2 is NO, proceed to question 5 in this sub-section. If answer to question 2 is YES, proceed to question 3 in this sub-section.				

3. If fixed or mobile RFID tag readers/interrogators are located at the marshaling area departure gates:
 	
    a. Are all RFID tags that are attached to unit equipment and cargo items being interrogated when the items depart the marshaling area?
 	
    b. Is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server automatically?				

4. Does the CONUS/Regional ITV Server pass the interrogated tag data to GTN and JTAV expeditiously? (Note: Unit move ITV movement data should be visible in GTN within one hour of the departure event.)				

12.6 Movement of Unit Equipment and Cargo through the APOD				
	YES	NO	N/A	COMMENTS

5. When unit equipment and cargo items depart the marshaling area, do designated personnel from the marshaling area control element:
 	
    a. Scan the MSLs that are affixed to the unit equipment and cargo?
 	
    b. Input the scanned MSL data into TC-AIMS II?
 	
    c. Report the ITV movement data to GTN within one hour of the unit departure event?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

ADDITIONAL COMMENTS

12.6.1 ITV Movement Reporting Requirements
12.6.2 Capturing and Reporting ITV Arrival Data
12.6.3 Processing Unit Equipment and Cargo at the Equipment Holding Area
12.6.4 Processing Unit Equipment and Cargo at the Marshaling Area
12.6.5 Capturing and Reporting ITV Departure Data
12.6.5.1 Unit Equipment and Cargo Departing from the Equipment Holding Area
12.6.5.2 Unit Equipment and Cargo Departing from the Marshaling Area

12.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the APOD				
	YES	NO	N/A	COMMENTS
Proceed to sub-section 8.7 (Creation of New/ Replacement RFID Tags, MSLs, and Smart Cards at the APOD) in Part 1. When going through the checklist, substitute "redeploying" for "deploying." and "SI, ASG, TSC, or redeploying unit's higher headquarters or MACOM" for "TSC" or "ASCC." After completing sub-section 8.7, proceed to sub-section 12.8 in Part 2.				

ADDITIONAL COMMENTS

	YES	NO		COMMENTS
1. Does aircraft arrival information appear in GTN within one hour of the aircraft arrival at the APOD?				
2. Does the redeploying unit seek assistance from the AACG/designated support unit or marshaling area control element (if one is established) when it requires assistance with accomplishing an AIT related task that is beyond its capability?				
3. Do personnel from the AACG/designated support unit or marshaling area control element (if one is established) provide requested assistance to the redeploying unit for accomplishing AIT related tasks?				
4. Is ITV arrival and departure data that is obtained from passing RFID tags passed to the appropriate CONUS/Regional ITV Server automatically?				
5. Is ITV arrival and departure data that is obtained from passing RFID tags passed to GTN and JTAV expeditiously by the CONUS/Regional ITV Server? (Note: This unit move RFID tag data should be visible in GTN within one hour of the event.)				
6. Does ITV movement data get reported to GTN within one hour of the event for unit equipment and cargo items that depart from the equipment holding area/marshaling area for the destination installation/demobilization station/RC unit home station?				
7. Does passenger related ITV movement data get reported to GTN within one hour of the event for unit soldiers that depart from the passenger holding area for				

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12.8 Quality Control	YES	NO		COMMENTS
the destination installation/demobilization station/RC unit home station?				

ADDITIONAL COMMENTS

Section 13 - AIT Actions at the SPOD

13.1 Redeployment Routing				
	YES	**NO**	**N/A**	**COMMENTS**

1. Is the unit redeploying through:
 	
    a. An SPOD in a different theater of operations to undertake new operations?
 	
    b. A CONUS SPOD on the way back to the destination installation/demobilization station/RC unit home station?
 	
    c. An OCONUS SPOD on the way back to the destination installation/home station?				

If answer to question 1 is "a", proceed to Sections 8-13 in Part 1. If answer to question 1 is "b" or "c", proceed to sub-section 13.2.				
ADDITIONAL COMMENTS				

	YES		**N/A**	**COMMENTS**
Proceed to sub-section 9.1 (SPOD AIT Integration Plans) in Part 1. Then proceed to sub-sections 1.4 (ASG/SI Planning and Preparation), 1.5 (ITV/AIT Support Plans for the POEs and PODs), and 1.7 (Supporting Unit Planning and Preparation) in Part 2. After completing these sub-sections, proceed to sub-section 13.3 in Part 2.				
ADDITIONAL COMMENTS				

13.3 Installing RFID Tag Readers/Interrogators at the SPOD.				
		NO	**N/A**	
Proceed to sub-section 9.2 (Installing RFID Tag Readers/ Interrogators at the SPOD) in Part 1. After completing this sub-section, proceed to sub-section 13.4				

13.3 Installing RFID Tag Readers/Interrogators at the SPOD.				
		NO	**N/A**	
in Part 2.				
ADDITIONAL COMMENTS				

13.4 Training of Personnel at the SPOD on AIT Devices				
		NO		**COMMENTS**
Proceed to sub-section 9.3 (Training of Personnel at the SPOD on AIT Devices) in Part 1. When you go through the checklist, substitute "TSC" with "SI, ASG, TSC or redeploying unit's higher headquarters or MACOM." After completing this sub-section, proceed to sub-section 13.5 in Part 2.				
ADDITIONAL COMMENTS				

13.5 Movement of Unit Soldiers through the SPOD				
	YES		**N/A**	
13.5.1 ITV Movement Reporting Requirements				
1. Does the Theater Redeployment ITV Plan, ASCC, or the redeploying unit's higher headquarters or MACOM require ITV movement reporting to GTN for unit soldiers arriving at the SPOD? (Note: The DOD AIT Implementation Plan requires reporting to GTN within one hour for unit soldiers arriving at the SPOD.)				
2. Does the Theater Redeployment ITV Plan, ASCC, or the redeploying unit's higher headquarters or MACOM require ITV movement reporting to GTN for unit soldiers departing the SPOD? (Note: The DOD AIT Implementation Plan requires ITV movement reporting to GTN for unit equipment and cargo departing the SPOD.)				
13.5.2 Processing Unit Soldiers at the SPOD				
1. At the SPOD, has the SI, ASG, or TSC designated and tasked a support unit to assist the port operator and/or PSA with receiving and processing unit soldiers?				

13.5 Movement of Unit Soldiers through the SPOD				
	YES		**N/A**	

2. For unit soldiers arriving at the SPOD via sealift (on passenger ships, Navy ships, self deploying Army watercraft, or as supercargoes accompanying Army equipment and cargo), do personnel from the PSA/ designated support unit:
 	
    a. Scan the Smart Cards of the off loaded unit soldiers in order to produce a passenger file that can be used for accountability within the port complex as well as for arrangement of onward transportation?
 	
    b. Input scanned Smart Card data for arriving unit soldiers into TC-AIMS II? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
    c. Pass this passenger file to the supporting ITO so onward transportation can be arranged?
 	
What organization/activity (PSA or designated support unit) accomplishes each of the above tasks? (Use COMMENTS column to specify.)				

3. At the SPOD, does the ITO or supporting movement control organization use the passenger data to determine passenger movement requirements and to coordinate movement conveyances?				
4. Does the supporting ITO or movement control organization have TC-AIMS II? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
5. Do personnel from the PSA/designated support unit scan the soldiers' Smart Cards when the unit soldiers depart the passenger holding area?				
6. If a soldier needs a Smart Card created because his/her card was damaged or lost during the redeployment to the SPOD, do personnel from the PSA/ designated support unit create a new one if requested to do so by the redeploying unit?				
13.5.3 Capturing and Reporting ITV Departure Data				
1. For unit soldiers departing the SPOD for the destination installation/demobilization station/RC unit home station, do personnel from the PSA/designated support unit scan the Smart Cards of the unit soldiers				

13.5 Movement of Unit Soldiers through the SPOD				
	YES		N/A	
when they board transportation conveyances that are departing the SPOD? (Note: This scan allows for internal accountability of unit soldiers who depart the SPOD as well as providing data that can be input to TC-AIMS II.)				
2. Do personnel from the port operator/PSA or designated support unit: a. Report ITV movement data to GTN for the departing passengers? b. Report the ITV movement data to GTN within one hour of the unit departure event? What AIS is used to report this ITV movement data to GTN? Which organization (port operator, PSA, or designated support unit) accomplishes each of the above actions?				

ADDITIONAL COMMENTS

13.5.1 ITV Movement Reporting Requirements

13.5.2 Processing Unit Soldiers at the SPOD

13.5.3 Capturing and Reporting ITV Departure Data

13.6 Movement of Unit Equipment and Cargo through the SPOD				
	YES	NO	N/A	COMMENTS
13.6.1 ITV Movement Reporting Requirements				
1. Does the Theater Redeployment ITV Plan, ASCC, or the redeploying unit's higher headquarters or MACOM require ITV movement reporting to GTN for unit equipment and cargo arriving at the SPOD? (Note: The DOD AIT Implementation Plan requires reporting to				

13.6 Movement of Unit Equipment and Cargo through the SPOD				
	YES	NO	N/A	COMMENTS
GTN within one hour for unit equipment and cargo arriving at the SPOD.)				
2. Does the Theater Redeployment ITV Plan, ASCC, or the redeploying unit's higher headquarters or MACOM require ITV movement reporting to GTN for unit equipment and cargo departing the SPOD? (Note: The DOD AIT Implementation Plan requires ITV movement reporting to GTN for unit equipment and cargo departing the SPOD.)				
13.6.2 Capturing ITV Arrival Data				
1. Does the off loaded unit equipment and cargo pass by an RFID tag reader/interrogator before it arrives at a specific port staging area (container staging area, vehicle and equipment staging area, helicopter service/assembly staging area, or HAZMAT staging area)? If the equipment does pass by an RFID tag reader/interrogator, where is the RFID tag reader/ interrogator located?				
If answer to question 1 is NO proceed to question 3 in this sub-section. If answer to question 1 is YES proceed to question 2 in this sub-section.				
2. If the unit equipment and cargo items pass by a RFID tag reader/interrogator after the items have been off loaded at the SPOD: a. Are the tags being accurately interrogated? b. Is the tag data passed to the appropriate CONUS/Regional ITV Server automatically? c. Does the CONUS Server pass the interrogated RFID tag data to GTN and JTAV expeditiously? (Note: The ITV movement data should be resident within GTN within one hour of the unit arrival event.)				
3. Do personnel from the PSA/port operator: a. Scan the MSLs that are affixed to unit equipment and cargo as the items are downloaded from the ship? b. Input this scanned data into WPS to verify advanced manifest information, provide internal port control information, and capture ITV movement data?				

13.6 Movement of Unit Equipment and Cargo through the SPOD				
	YES	NO	N/A	COMMENTS
13.6.3 Processing Unit Equipment and Cargo at the Port Staging Area				

1. If a replacement RFID tag needs to be written at the port staging area at the SPOD, do designated personnel from the redeploying unit:
 	
    a. Write replacement RFID tags for the applicable equipment and cargo items before the items depart the SPOD? (Note: If a replacement RFID tag requires writing, then the redeploying unit should have the data available in the TC-AIMS II UDL database.)
 	
    b. Scan the newly written tag to verify accuracy of the data?
 	
    c. Ensure all damaged tags are deactivated/ "powered down" if damaged tags are replaced?
 	
    d. Ensure RFID tag data for the equipment and cargo is exported to the appropriate CONUS/Regional ITV Server? (Note: If the redeploying unit can not accomplish this action, then it must request assistance from the PSA.)
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

2. If unit equipment and cargo items are reconfigured in the port staging area at the SPOD, do designated personnel from the redeploying unit:
 	
    a. Create new MSLs for the reconfigured equipment and cargo?
 	
    b. Create new RFID tags for the reconfigured equipment and cargo?
 	
    c. Scan the newly written tag to verify accuracy of the data?
 	
    d. Ensure reconfigured equipment and cargo data is sent to GTN? (Note: If the redeploying unit can not accomplish this action, then it must request assistance				

13.6 Movement of Unit Equipment and Cargo through the SPOD				
	YES	**NO**	**N/A**	**COMMENTS**
from the PSA or port operator.) Which AIS (e.g., TC-AIMS II) was used to accomplish this action? e. Ensure RFID tag data for the reconfigured equipment and cargo is exported to the appropriate CONUS/Regional ITV Server? (Note: If the redeploying unit can not accomplish this action, then it must request assistance from the PSA or port operator.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

3. At the SPOD port staging area, do designated personnel from the redeploying unit deactivate/"power down" the RFID tags under the following circumstances?
 	
    a. When unit equipment and cargo items are downloaded from a container and the original RFID tag is removed because it is no longer needed?
 	
    b. When unit equipment and cargo items are reconfigured and the original tag is no longer needed?
 	
    c. When the decision is made not to use RFID tags to track unit equipment and cargo beyond this point (SPOD)?				

4. When unit equipment and cargo items are ready to leave the port staging area at the SPOD, do designated personnel from the PSA or port operator in coordination with the redeploying unit:
 	
    a. Coordinate with the supporting ITO or movement control organization regarding onward movement requirements?
 	
    b. Pass TC-AIMS II formatted unit equipment and cargo movement requirements to the ITO or supporting movement control organization? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

5. At the port staging area, do personnel from the redeploying unit, PSA, and port operator share				

13.6 Movement of Unit Equipment and Cargo through the SPOD				
	YES	NO	N/A	COMMENTS
information on what equipment and cargo has arrived at the SPOD and arrived/departed the port staging area?				
6. When the unit equipment and cargo items depart the port staging area, do the items move to a marshaling area at the SPOD?				
If answer to question 6 is YES, proceed to sub-section 13.6.4. If answer to question 6 is NO, proceed to question 7 in this sub-section.				
7. For rail moves that depart from the port staging area, do personnel from the redeploying unit, PSA, SI, ASG, or other designated support or movement organization (e.g., ITO or MCT) create rail car manifests? What organization accomplishes this action? What AIS is used?				

8. After the rail car manifests are created at the port staging area by personnel from the redeploying unit, PSA, SI, ASG, or other designated support or movement organization (e.g., ITO or MCT), do they:
 	
    a. Correlate the unit equipment and cargo data with the specific rail movement?
 	
    b. Enter the correlated equipment and cargo data as well as the rail movement data into TC-AIMS II?
 	
What organization accomplishes these actions?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

9. When unit equipment, containers, and vehicles are formed into convoys for departure from the port staging area, do personnel from the redeploying unit, PSA, SI, ASG, or other designated support or movement organization (e.g., ITO or MCT):
 	
    a. Correlate the equipment and cargo data to a specific convoy control number?
 	
    b. Enter the correlated equipment and cargo data as well as the convoy movement data into TC-AIMS II?
 	
    c. Correlate any RFID tags that are on equipment,				

13.6 Movement of Unit Equipment and Cargo through the SPOD				
	YES	NO	N/A	COMMENTS
vehicles and containers in the convoy to the appropriate satellite transponder (if one is used to track the convoy)? What organization accomplishes each of these actions? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
13.6.4 Processing Unit Equipment and Cargo at the Marshaling Area				
1. Is a marshaling area established at the SPOD?				
If answer to question 1 is NO, proceed to sub-section 13.6.5. If answer to question 1 is YES, continue on in this sub-section.				
2. When unit equipment and cargo items arrive at the marshaling area, do designated personnel from the marshaling area control element: a. Scan the MSLs that are affixed to the arriving unit equipment and cargo as part of the receipt process? (Note: This action is for internal marshaling area accountability.) b. Assist the redeploying unit in correcting any remaining MSL, bar code, or RFID tag discrepancies if requested to do so by the redeploying unit? c. Send required ITV movement data relating to new MSLs that were created at the SPOD to GTN if personnel from the redeploying unit, PSA, SI, or ASG were unable to do so? d. Ensure required equipment and cargo data that relates to new/replacement RFID tags that were written at the SPOD is exported to the appropriate CONUS/ Regional ITV Server. This action is required if personnel from the redeploying unit, PSA, port operator, SI, or ASG were unable to accomplish the task? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
3. If a replacement RFID tag needs to be written at the				

13.6 Movement of Unit Equipment and Cargo through the SPOD				
	YES	NO	N/A	COMMENTS

marshaling area, do designated personnel from the redeploying unit:
 	
   a. Write replacement RFID tags for the applicable equipment and cargo items before the items depart the marshaling area? (Note: If a replacement RFID tag requires writing, then the redeploying unit should have the data available in the TC-AIMS II UDL database.)
 	
   b. Scan the newly written tags to verify accuracy of the data?
 	
   c. Ensure the RFID tag data is exported to the appropriate CONUS/Regional ITV Server? (Note: This is accomplished in accordance with prescribed procedures and policy.)
 	
   d. Ensure all damaged tags are deactivated/ "powered down" if damaged tags are replaced?
 	
   e. Request assistance from the marshaling area control element if their help in writing RFID tags is needed?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

4. If applicable RFID tags were not deactivated/ "powered down" at the port staging area by designated personnel from the redeploying unit, do they deactivate/"power down" the RFID tags under the following circumstances?
 	
   a. When unit equipment and cargo are downloaded from a container and the original RFID tag is removed because it is no longer needed?
 	
   b. When unit equipment and cargo items are reconfigured and the original tag is no longer needed?
 	
   c. When the decision is made not to use RFID tags to track unit equipment and cargo beyond this point (SPOD)?				

13.6 **Movement of Unit Equipment and Cargo through the SPOD**				
	YES	**NO**	**N/A**	**COMMENTS**
5. For rail moves that depart from the marshaling area, do designated personnel from the redeploying unit, marshaling area control element, SI, ASG, or other designated support or movement organization (e.g., ITO or MCT) create rail car manifests? What organization accomplishes this action? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
6. After the rail car manifests are created, is the:

    a. Unit equipment and cargo data correlated with the specific rail movement?

    b. Correlated equipment and cargo data and the rail movement data entered into TC-AIMS II?

What organization accomplishes these actions?

(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.) | | | | |
| 7. After unit equipment, containers, and vehicles are formed into convoys for departure from the marshaling area by designated personnel from the redeploying unit, marshaling area control element, SI, ASG, or other designated support or movement organization (e.g., ITO or MCT), do they:

    a. Correlate the equipment and cargo data to a specific convoy control number?

    b. Enter the correlated equipment and cargo data as well as the convoy movement data into TC-AIMS II?

    c. Correlate any RFID tags that are on equipment, vehicles and containers in the convoy to the appropriate satellite transponder (if one is used to track the convoy)?

What organization accomplishes each of these actions?

(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.) | | | | |

13.6 Movement of Unit Equipment and Cargo through the SPOD				
	YES	NO	N/A	COMMENTS
8. At the marshaling area, do personnel from the redeploying unit and marshaling area control element share information relating to what equipment and cargo items have arrived at and departed from the marshaling area?				
13.6.5 Satellite Tracking Requirements				
1. Does the ASCC, TSC, or redeploying unit's higher headquarters or MACOM require satellite tracking of specific unit equipment/cargo or convoys departing the SPOD?				
If answer to question 1 is NO, proceed to sub-section 13.6.6. If answer to question 1 is YES, continue on in this sub-section.				

2. If satellite tracking of specific unit equipment/cargo or convoys departing the SPOD is required:
 	
    a. What organization (e.g., SI/ASG designated support unit, marshaling area control element, or other designated organization) has been tasked to install satellite transponders on selected unit equipment/cargo items or transport vehicles? (Use COMMENTS column to identify tasked organization.)
 	
    b. Are designated personnel from the tasked organization trained and equipped to install, test, and maintain satellite transponders? (Identify which satellite tracking system is used.)
 	
    c. Do designated personnel from the tasked organization install satellite transponders on specified unit equipment or cargo and/or on CULT vehicles moving the unit equipment or cargo?
 	
    d. Is the satellite tracking location data reported to the appropriate CONUS/Regional ITV Server?
 	
    e. Within the CONUS/Regional ITV Server database, is the satellite tracking location data integrated with ITV data obtained from interrogated RFID tags?				

13.6.6 Capturing and Reporting ITV Departure Data				
1. Are fixed or mobile RFID tag readers/ interrogators located at departure gates such as the:				

13.6 Movement of Unit Equipment and Cargo through the SPOD				
	YES	NO	N/A	COMMENTS
a. Highway gate?				
b. Rail gate?				
c. Barge area?				
If answer to question 1 is NO proceed to question 4 in this sub-section. If answer to question 1 is YES proceed to question 2 in this sub-section.				
2. If fixed or mobile RFID tag readers/interrogators are located at the various departure gates at the SPOD: a. Are all RFID tags that are attached to unit equipment and cargo items being interrogated when the items depart the SPOD? b. Is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server automatically?				
3. Does the CONUS/Regional ITV Server pass the interrogated tag data to GTN and JTAV expeditiously? (Note: Unit ITV movement data should be visible in GTN within one hour of the departure event.)				
4. When unit equipment and cargo items depart the SPOD, do personnel from the marshaling area control element or other tasked organization: a. Scan the MSLs that are affixed to the departing unit equipment and cargo? b. Input the scanned MSL data into TC-AIMS II? c. Report the ITV movement data to GTN within one hour of the unit departure event? What organization accomplishes each of these actions? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
5. For rail movements departing the SPOD, do personnel from the marshaling area control element or other tasked organization pass ITV rail movement data				

13.6 Movement of Unit Equipment and Cargo through the SPOD				
	YES	**NO**	**N/A**	**COMMENTS**
to GTN within one hour of the unit departure event? What organization accomplishes this action? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
6. When unit equipment, containers, and vehicles are formed into convoys for departure from the SPOD, do designated personnel from the marshaling area control element or other tasked organization report the ITV movement data to GTN within one hour after the unit convoy departs the SPOD? What organization accomplishes this action? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				

ADDITIONAL COMMENTS

13.6.1 ITV Movement Reporting Requirements

13.6.2 Capturing ITV Arrival Data

13.6.3 Processing Unit Equipment and Cargo at the Port Staging Area

13.6.4 Processing Unit Equipment and Cargo at the Marshaling Area

13.6.5 Satellite Tracking Requirements

13.6.6 Capturing and Reporting ITV Departure Data

13.7 Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the SPOD				
	YES		**N/A**	
Proceed to sub-section 9.8 (Creation of New/Replacement RFID Tags, MSLs, and Smart Cards at the SPOD) in Part 1. When going through the checklist in sub-section 9.8, substitute "redeploying" for "deploying" and "SI, ASG, ASCC, TSC or redeploying unit's higher headquarters or MACOM " for "TSC." or "ASCC." After completing this sub-section, proceed to sub-section 13.8 in Part 2.				

ADDITIONAL COMMENTS

13.8 Quality Control				
	YES		**N/A**	**COMMENTS**
1. Does the redeploying unit seek assistance from the PSA, port operator, marshaling area control element, or other tasked organizations when it requires assistance with accomplishing an AIT related task that is beyond its capability?				
2. When requested to provide assistance in AIT related tasks by the redeploying unit, do personnel from the PSA, port operator, marshaling area control element, or other tasked organizations provide help?				
3. Is interrogated ITV arrival and departure data that is obtained from passing RFID tags passed to the appropriate CONUS/Regional ITV Server automatically?				
4. Is interrogated ITV arrival and departure data that is obtained from passing RFID tags sent to GTN and JTAV expeditiously by the CONUS/Regional ITV Server? (Note: This unit move RFID tag data should be visible in GTN within one hour of the event.)				
5. For unit equipment and cargo items that depart the SPOD, does ITV movement data get reported to GTN within one hour of the departure event?				
6. For unit soldiers that depart the SPOD, does passenger related ITV movement data get reported to				

13.8 Quality Control				
	YES	**NO**	**N/A**	**COMMENTS**
GTN within one hour of the departure event?				

ADDITIONAL COMMENTS

Section 14 - AIT in Onward Movement Operations

14.1 ITV Movement Reporting Requirements				
	YES	**NO**	**N/A**	**COMMENTS**
This section only includes evaluation questions for capturing ITV data from RFID tags. RFID tag readers/interrogators can be installed to automatically capture the tag data when vehicles, convoys, or trains pass. Although Smart Cards for deploying soldiers and MSLs on unit equipment and cargo could be scanned at en route locations such as rest stops or refueling points, this procedure is considered manpower intensive and may require a halt in movement.				
1. Does the Theater Redeployment ITV Plan, ASCC, TSC, SI, ASG, or redeploying unit's higher headquarters or MACOM specify that en route ITV movement reporting be accomplished using RFID tag reporting techniques? (Note: The DOD AIT Implementation Plan does not require reporting of en route movement data for unit moves from the APOD/SPOD to destination installations, demobilization stations, or RC home stations.)				
If answer to question 1 is NO, proceed to desired section 15. If answer to question 1 is YES, proceed to sub-section 14.2.				

14.2 Installing RFID Tag Readers/Interrogators at En Route Locations				
	YES		**N/A**	
1. Are RFID tag readers/interrogators installed at en route locations?				
If answer to question 1 is NO proceed to sub-section 14.3. If answer to question 1 is YES proceed to sub-section 5.2 (Installing RFID Tag Readers/Interrogators at En Route Locations) in Part 1 for CONUS en route locations or sub-section 12.2 (Installing RFID Tag Readers/Interrogators at En Route Locations) in Part 1 for OCONUS en route locations. After completing these sub-sections proceed to sub-section 14.3 in Part 2.				

ADDITIONAL COMMENTS

14.3 Training of Personnel at En Route Locations on AIT Devices		NO	N/A	COMMENTS
		NO	**N/A**	**COMMENTS**
1. Has the SI, TSC, or redeploying unit's higher headquarters or MACOM assigned an en route support element at the en route location?				
If answer to question 1 is NO proceed to sub-section 14.4. If answer to question 1 is YES continue on in this sub-section.				

2. If RFID tag readers/interrogators are installed, are personnel from the en route location support element able to effectively troubleshoot the RFID tag reader/interrogator:
 	
    a. When no LEDs are illuminated?
 	
    b. When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer?
 	
(Source: PM AIT CD containing RFID Multimedia Training Package)				

3. Are personnel from the en route location support element able to effectively troubleshoot problems with satellite transponders?				

ADDITIONAL COMMENTS

14.4 Collection and Reporting of ITV Movement Data		YES	NO	N/A	COMMENTS
		YES	**NO**	**N/A**	**COMMENTS**
1. Are RFID tag readers/interrogators installed at the en route location?					
If answer to question 1 is NO, proceed to question 5 in this sub-section. If answer to question 1 is YES, continue on in this sub-section.					
2. When RFID tagged unit equipment, vehicles, rolling stock, 463L pallets, and containers pass by a RFID tag reader/interrogator at an en route location, is the					

14.4 Collection and Reporting of ITV Movement Data				
	YES	NO	N/A	COMMENTS
interrogated ITV movement data being automatically reported to the appropriate CONUS/ Regional ITV Server?				
3. Does the CONUS/Regional ITV Server pass interrogated RFID tag data to GTN and JTAV expeditiously?				
4. Does the interrogated RFID tag ITV movement data for the unit appear in GTN within one hour of the event?				
5. Is satellite transponder location information relating to convoy movements being reported to the appropriate CONUS/Regional ITV Server?				

ADDITIONAL COMMENTS

14.5 Quality Control				
	YES	NO	N/A	COMMENTS

1. If RFID tag readers/interrogators are installed, are quality control procedures in place and being followed by designated support personnel at the en route location to ensure that:
 	
    a. All RFID tag readers/interrogators are functioning properly?
 	
    b. RFID tag data is being interrogated and passed to the appropriate CONUS/Regional ITV Server automatically?				

ADDITIONAL COMMENTS

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Section 15 - AIT Actions at the CONUS AC Destination Installation/ Demobilization Station/RC Unit Home Station

15.1 AIT Reception Planning				
	YES		**N/A**	**COMMENTS**
The destination for an AC redeploying unit is the unit's home station. This is normally the redeploying unit's destination installation. The majority of RC unit soldiers return to their RC home stations through a demobilization station. In most cases the demobilization station will be the same installation that served as the RC unit's mobilization station. RC unit equipment and cargo items will move to various home station storage locations directly from the APOD/SPOD. RC unit equipment that was issued during mobilization at the mobilization station will be returned to the demobilization station.				
15.1.1 AC Destination Installation/Demobilization Station				

1. Does the AC destination installation/demobilization station:
 	
    a. Publish and distribute orders or instructions to supporting units and key agencies regarding expected AIT data collection and reporting requirements?
 	
    b. Establish and activate an AIT support infrastructure that will capture ITV movement data on arriving unit soldiers, equipment, and cargo?
 	
    c. Make plans to scan soldiers' Smart Cards at passenger reception locations and convoy arrival areas?
 	
    d. Make plans for capturing arrival data for soldiers returning aboard self-deploying Army aircraft and watercraft?
 	
    e. Establish and activate a reporting infrastructure for the interrogation and passing of RFID tag data to the appropriate CONUS/Regional ITV Server and GTN?
 	
    f. Install (if required by the redeployment plan) RFID tag readers/interrogators at applicable highway and rail arrival locations to capture RFID tag data for unit equipment and cargo?
 	
    g. Establish appropriate equipment and cargo				

15.1 AIT Reception Planning				
	YES	NO	N/A	COMMENTS
reception and turn-in areas for the collection of arrival data on unit cargo, special equipment, and weapons?				
15.1.2 Redeploying Unit				

1. Does the redeploying unit:
 	
    a. Disseminate orders/instructions for ensuring that the organizational equipment list (automated unit equipment list) is brought up-to-date?
 	
    b. Coordinate for soldier de-processing to include the update or turn-in of Smart Cards?
 	
    c. Process equipment arriving at the destination. This includes scanning equipment MSLs and interrogating RFID tags in order to collect ITV movement data during the download and turn-in of unit equipment? (Note: The owning unit is responsible for downloading and processing of unit equipment arriving at the destination installation/home station. The UMO or a designated S4 representative with a TC-AIMS II system should scan equipment MSLs and interrogate RFID tags to collect ITV movement data.) *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*
 	
    d. Replace damaged or missing AIT data storage devices?
 	
    e. Remove RFID tags from unit equipment and cargo items, deactivate/"power down" the tags, and dispose of tags based on unit, installation, or MACOM policy?				

ADDITIONAL COMMENTS

15.1.1 AC Destination Installation/Demobilization Station

15.1.2 Redeploying Unit

15.2 Installing RFID Tag Readers/Interrogators at the AC Destination Installation, Demobilization Station, or RC Unit Home Station				
	YES	NO	N/A	

1. Are RFID tag readers/interrogators installed:
 	
   a. At the AC destination installation to interrogate RFID tags on arriving AC unit equipment and cargo?
 	
   b. At the demobilization station to interrogate RFID tags on arriving RC unit equipment and cargo that will be turned in for storage and re-issue?
 	
   c. At the RC unit home station to interrogate RFID tags on arriving RC unit equipment and cargo?
 	
(Use COMMENTS column to identify the applicable location.)				

If all answers to question 1 are NO, proceed to sub-section 15.3. If any answers to question 1 are YES, proceed to question 2 in this sub-section.				

2. At the AC destination installation/demobilization station/RC unit home station:
 	
   a. Is the RFID host computer registered with the appropriate CONUS/Regional ITV Server to allow for correct routing of ITV movement data? (Source: TIPS Users Manual)
 	
   b. Are RFID tag readers/interrogators correctly set to collect tag data? (Note: Location, function, and purpose of the RFID tag reader/interrogator must be considered. RFID tag readers/interrogators can be set either in a continuous or intermittent mode.) (Source: Lessons Learned, Exercise Foal Eagle 1999 Deployment)
 	
   c. Are the RFID tag readers/interrogators positioned so there is no electro-magnetic interference caused by obstacles or high voltage equipment? (Source: PM AIT CD containing RFID Multimedia Training Package)
 	
   d. Are the RFID tag readers/interrogators positioned high enough to accurately read tags on vehicles, containers, and pallets? (Source: PM AIT CD				

15.2 Installing RFID Tag Readers/Interrogators at the AC Destination Installation, Demobilization Station, or RC Unit Home Station				
	YES	**NO**	**N/A**	**COMMENTS**
containing RFID Multimedia Training Package)				
e. Are any RF relays located more than 1.5 miles apart? (Note: Distances greater then 1.5 miles may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
f. Are there tall buildings or hills between the RF relays and other RFID tag readers/interrogators that impede their line of sight? (Note: Obstructions may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
g. Are the RF relays too near other RF emitting equipment (not AIT equipment) – thus causing RFID tag reading interference? (Note: Interference may cause signal loss.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
(Use COMMENTS column to identify the applicable location name as well as whether the location is serving as a destination installation, demobilization station, or RC unit home station. Then answer questions.)				

ADDITIONAL COMMENTS

15.3 Training of Personnel at the AC Destination Installation, Demobilization Station, or RC Unit Home Station on AIT Devices				
	YES		**N/A**	
1. At the AC destination installation/demobilization station/RC unit home station, has an activity been designated to manage, capture, and report arrival related ITV movement events? (Note: For purposes of this checklist this activity will be referred as the "support element.")				

15.3 Training of Personnel at the AC Destination Installation, Demobilization Station, or RC Unit Home Station on AIT Devices				
	YES	NO	N/A	COMMENTS
(Use COMMENTS column to identify the applicable location name as well as whether the location is serving as a AC destination installation, demobilization station, or RC unit home station. Then answer questions.)				
If answer to question 1 is NO, proceed to sub-section 15.4. If answer to question 1 is YES, proceed to question 2 in this sub-section.				

2. After unit equipment, cargo, and soldiers arrive at the AC destination installation/demobilization station/RC unit home station, has the support element been tasked to:
 	
    a. Scan the MSLs that are affixed to arriving unit equipment and cargo?
 	
    b. Input the scanned MSL related equipment and cargo data into TC-AIMS II?
 	
    c. Pass ITV movement data to GTN within one hour after unit equipment and cargo arrives?
 	
    d. Scan the Smart Cards for all unit soldiers?
 	
    e. Input the scanned Smart Card data for the arriving soldiers into TC-AIMS II?
 	
    f. Pass passenger related ITV movement data to GTN within one hour after the unit soldiers arrive?
 	
(Use COMMENTS column to identify the applicable location name as well as whether the location is serving as a destination installation, demobilization station, or RC unit home station.   Then answer questions.)
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

If all answers to question 2 are NO, proceed to sub-section 15.4. If there are YES answers to question 2, continue on in this sub-section.				
3. Does the support element have:				

15.3 Training of Personnel at the AC Destination Installation, Demobilization Station, or RC Unit Home Station on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**
a. A TC-AIMS II equipped computer with appropriate RFID tag writing software? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)* b. MSL scanning devices such as a HHI/mobile reader? c. A Smart Card scanning capability? (Use COMMENTS column to identify the applicable location name as well as whether the location is serving as an AC destination installation, demobilization station, or RC unit home station. Then answer questions.)				
4. Is the support element able to successfully accomplish MSL and Smart Card scanning responsibilities? (Use COMMENTS column to identify the applicable location name as well as whether the location is serving as a AC destination installation, demobilization station, or RC unit home station. Then answer questions.)				
5. Is the support element able to effectively troubleshoot the RFID tag reader/ interrogator: a. When no LEDs are illuminated? b. When the power indicator light is on, but the tag reader/interrogator is not communicating with the host computer? (Use COMMENTS column to identify the applicable location name as well as whether the location is serving as a AC destination installation, demobilization station, or RC unit home station. Then answer questions.) (Source: PM AIT CD containing RFID Multimedia Training Package)				
6. Are designated personnel from the support element able to remove and disable satellite transponders that are mounted on unit equipment/cargo or on vehicles				

15.3 Training of Personnel at the AC Destination Installation, Demobilization Station, or RC Unit Home Station on AIT Devices				
	YES	**NO**	**N/A**	**COMMENTS**
transporting cargo (e.g., CULT vehicles in convoys)? (Note: This action will be based on MACOM or SI policy.) (Use COMMENTS column to identify the applicable location name as well as whether the location is serving as a AC destination installation, demobilization station, or RC unit home station. Then answer questions.)				

ADDITIONAL COMMENTS

15.4 Collection and Reporting of ITV Movement Data for AC and RC Units				
	YES	**NO**		**COMMENTS**
15.4.1 ITV Movement Reporting Requirements				
1. Does the redeploying unit's MACOM require ITV movement reporting to GTN within one hour for AC and RC unit soldiers, equipment, and cargo arriving at their destination? (Note: For unit strategic movements, the DOD AIT Implementation Plan requires that the arrival and departure of unit equipment, cargo, and personnel at all nodes from origin to destination be visible in GTN within one hour of the event. For personnel reporting purposes in this sub-section, the home station is considered to be the destination for personnel. For equipment and cargo reporting purposes, the demobilization station (for return of equipment issued to RC unit during mobilization)/home station is considered to be the destination.)				
15.4.2 Type Unit				

1. Is the redeploying unit an:
 	
    a. AC unit?
 	
    b. RC unit?				

If answer to question 1 is "a" then proceed to sub-section 15.4.3. If answer to question 1 is "b" then				

15.4 Collection and Reporting of ITV Movement Data for AC and RC Units				
	YES	**NO**	**N/A**	**COMMENTS**
proceed to sub-section 15.4.4.				
15.4.3 Collection and Reporting of ITV Movement Data for AC Units				
15.4.3.1 AC Unit Equipment and Cargo				
1. When RFID tagged vehicles, equipment, containers, rolling stock, or 463L pallets that belong to the redeploying unit arrive at the AC destination installation, are the tags interrogated by an RFID tag reader/interrogator?				
If answer to question 1 is NO proceed to question 3 in this sub-section. If answer to question 1 is YES proceed to question 2 in this sub-section.				

2. At the AC destination installation,
 	
   a. Is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server automatically?
 	
   b. Does the CONUS/Regional ITV Server pass the interrogated RFID tag data to GTN and JTAV expeditiously?
 	
   c. Is the interrogated unit RFID tag data visible in GTN within one hour of the event?				

3. At the AC destination installation, do designated personnel from the installation support element:
 	
   a. Scan the MSLs that are affixed to all arriving unit equipment and cargo items?
 	
   b. Enter the scanned MSL data into TC-AIMS II?
 	
   c. Report ITV movement data to GTN within one hour after unit equipment and cargo items arrive?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

4. At the AC destination installation, do designated personnel from the redeploying unit assist the installation support element in collecting and reporting arrival related cargo ITV movement data?				

15.4 Collection and Reporting of ITV Movement Data for AC and RC Units				
	YES	**NO**	**N/A**	**COMMENTS**
15.4.3.2 AC Unit Soldiers				

1. At the AC destination installation, do designated personnel from the installation support element:
 	
    a. Scan the Smart Cards for all arriving AC unit soldiers?
 	
    b. Input the scanned Smart Card data for the AC unit soldiers into TC-AIMS II?
 	
    c. Pass the ITV movement data to GTN within one hour after arrival of the AC unit soldiers?
 	
(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)				

2. At the AC destination installation, do designated personnel from the redeploying unit assist the installation support element in collecting and reporting arrival related passenger ITV movement data?				
Proceed to sub-section 15.5.				
15.4.4 Collection and Reporting of ITV Movement Data for RC Units				
15.4.4.1 RC Unit Equipment and Cargo				
1. Are RFID tag readers/interrogators installed at the demobilization station?				
If answer to question 1 is NO proceed to question 3 in this sub-section . If answer to question 1 is YES proceed to question 2 in this sub-section.				

2. For equipment items returning to the demobilization station (equipment items that were issued to the RC unit during mobilization),
 	
    a. Are RFID tagged equipment items interrogated by a RFID tag reader/interrogator at the:
 	
        (1) Highway arrival gate?
 	
        (2) Rail arrival gate?
 	
    b. Is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server automatically?				

15.4 Collection and Reporting of ITV Movement Data for AC and RC Units				
	YES	NO	N/A	COMMENTS
c. Does the CONUS/Regional ITV Server pass interrogated RFID tag data to GTN and JTAV expeditiously? d. Is the unit RFID tag data visible in GTN within one hour of the event?				
3. Are RFID tag readers/interrogators installed at the RC unit home station?				
If answer to question 3 is NO, proceed to question 5 in this sub-section. If answer to question 3 is YES, proceed to question 4 in this sub-section.				
4. For RFID tag data that was obtained at the arrival gates at the RC unit home station, a. Is the interrogated RFID tag data passed to the appropriate CONUS/Regional ITV Server automatically? b. Does the CONUS/Regional ITV Server pass interrogated RFID tag data to GTN and JTAV expeditiously? c. Is the unit RFID tag data visible in GTN within one hour of the event?				
5. At the RC unit home station, do personnel from the unit or a designated support organization: a. Scan the MSLs that are affixed to all arriving unit equipment and cargo items? b. Enter the scanned MSL data into TC-AIMS II? c. Report ITV movement data to GTN within one hour after unit equipment and cargo items arrive? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
15.4.4.2 RC Unit Soldiers				
1. At the demobilization station, do designated personnel from the support element:				

15.4 Collection and Reporting of ITV Movement Data for AC and RC Units				
	YES	**NO**	**N/A**	**COMMENTS**
a. Scan the Smart Cards for all arriving RC unit soldiers?				
b. Input the scanned Smart Card data for the RC unit soldiers into TC-AIMS II?				
c. Pass the ITV movement data to GTN within one hour after arrival of the RC unit soldiers? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
2. At the demobilization station, do designated personnel from the redeploying RC unit assist the support element in collecting and reporting arrival related passenger ITV movement data?				
3. Does the redeploying unit's MACOM or higher headquarters, Headquarters USARC, or Headquarters Army National Guard require reporting of ITV movement data to GTN for RC soldiers departing the demobilization station for their RC unit home station?				
If answer to question 3 is NO, proceed to sub-section 15.5. If answer to question 3 is YES, continue on in this sub-section.				
4. At the demobilization station, do designated personnel from the support element:				
a. Scan the Smart Cards for all RC unit soldiers who depart the demobilization station for the RC unit home station?				
b. Input the scanned Smart Card data for the RC unit soldiers into TC-AIMS II?				
c. Pass the ITV movement data to GTN within one hour after departure of the RC unit soldiers? *(TC-AIMS II Question. See paragraph 4b at beginning of this document for instructions on answering TC-AIMS II questions.)*				
5. Does the redeploying unit's MACOM or higher headquarters, Headquarters USARC, or Headquarters Army National Guard require reporting of ITV				

15.4 Collection and Reporting of ITV Movement Data for AC and RC Units				
	YES	**NO**	**N/A**	**COMMENTS**
movement data to GTN for RC soldiers arriving at the RC unit home station?				
If answer to question 5 is NO, proceed to sub-section 15.5. If answer to question 5 is YES, continue on in this sub-section.				

6. When RC unit soldiers arrive at the RC unit home station,
 	
    a. Are the soldiers' Smart Cards scanned when they disembark from vehicles that transported them from the demobilization station?
 	
    b. Is the arrival ITV movement data reported to GTN? Use COMMENTS column/block to explain how the reporting was accomplished.				

ADDITIONAL COMMENTS

15.4.1 ITV Movement Reporting Requirements

15.4.2 Type Unit

15.4.3 Collection and Reporting of ITV Movement Data for AC Units
15.4.3.1 AC Unit Equipment and Cargo

15.4.3.2 AC Unit Soldiers

15.4.4 Collection and Reporting of ITV Movement Data for RC Units
15.4.4.1 RC Unit Equipment and Cargo

15.4.4.2 RC Unit Soldiers

15.5 Removal and Management of RFID Tags and Satellite Transponders				
		NO		**COMMENTS**
1. When RFID tagged vehicles, rolling stock,				

15.5 Removal and Management of RFID Tags and Satellite Transponders				
	YES	NO	N/A	COMMENTS

equipment, containers, or 463L pallets arrive at the destination installation/demobilization station/RC unit home station and the tags are read for the final time, do designated personnel from the support element/unit:
 	
    a. Remove the RFID tags from the equipment and cargo items if directed to do so by MACOM or SI/ASG policy?
 	
    b. Deactivate/"power down" the RFID tags?
 	
    c. Recycle the RFID tags for reuse based on MACOM or SI/ASG policy? (Note: The tags may be collected and used to support other redeploying units.)				

2. When unit equipment and cargo items, designated convoy vehicles, or CULT vehicles that have satellite transponders installed arrive at the destination installation/demobilization station/RC unit home station, do designated personnel from the support element/unit:
 	
    a. Remove the installed satellite transponders?
 	
    b. Disable the satellite transponders?
 	
    c. Recycle the satellite transponders based on MACOM or SI/ASG policy?
 	
(Use COMMENTS column to specify whether the satellite transponders were installed on equipment or cargo items, convoy vehicles, or CULT vehicles.)				

3. At the destination installation/demobilization station/RC unit home station, do designated personnel from the redeploying unit assist the support element in removing and deactivating:
 	
    a. RFID tags?
 	
    b. Satellite transponders?				

ADDITIONAL COMMENTS				

15.6 Quality Control				
	YES	**NO**	**N/A**	**COMMENTS**

1. Are quality control procedures in place to ensure:
 	
    a. RFID tags are removed and disposed of in accordance with MACOM or SI/ASG policy?
 	
    b. RFID tags are deactivated/"powered down" after they are removed from unit equipment or cargo items?
 	
    c. Satellite transponders are removed and disposed of in accordance with MACOM or SI/ASG policy?
 	
    d. Damaged and inoperative RFID tags are disposed of in accordance with MACOM or SI/ASG policy?
 	
    e. Damaged and inoperative satellite transponders are disposed of in accordance with MACOM or SI/ASG policy				

ADDITIONAL COMMENTS

END OF PART 2

A-1.   The use of automatic identification technology tools can assist in streamlining operational procedures (business processes) and improve data accuracy. There are four basic components of AIT:

- An automatic identification data storage device, (e.g., bar code label, optical memory card, Smart Card, or Radio Frequency tag).
- AIT hardware used to write/burn information onto the data storage devices and later, read/interrogate the data from the devices.
- Automated information systems that can support the reception of data from AIT enabling tools.
- A reliable communications infrastructure that links the AIT tools to the automated information systems and further links the automated information systems to global in-transit and total asset visibility systems.

A-2.   As equipment flows through the force projection process, source data is captured at transportation nodes and in-transit points. The data capture is accomplished by scanning/interrogating the AIT data storage device attached to each piece of equipment. Currently, the information is often typed in by an operator as the equipment is in/out checked at each location. Human error rates approach three mistakes for every 85 key strokes. AIT automatic data capture virtually eliminates this error rate. If source data populating the AIT data storage device is correct, accountability and tracking of equipment as it moves through the force projection process is virtually error free.

A-3.   This appendix is divided into three sections. Section I lists the AIT data storage devices that support force projection operations. Section II discusses the AIT hardware necessary to support the production of and information collection from AIT data storage devices. Section III addresses emerging technologies.

SECTION I – AIT DATA STORAGE DEVICES

GENERAL

A-4.   In force projection operations, the Army uses several different AIT data storage devices such as bar codes, optical memory cards, radio frequency tags, and Smart Cards. A brief description and picture of each device is provided in the following paragraphs.

BAR CODE

A-5.   DoD and the Army use two types of bar codes; linear and two-dimensional. All logistics nodes are required to read/write both types. Each node of the DoD logistics chain, including commercial vendors, will read and write linear and two-dimensional bar codes shipping labels which contain both transportation and supply information. A

reader scans the bar code, decodes it, and transfers the data to a host automated information system. The DoD AIT Implementation Plan envisions bar code as the initial means to collect data about items moving in the logistics chain, and then providing that data to automated information systems.

A-6. The DoD AIT Operational Prototype tests validated the need for both types of bar code. If an operator is attempting to verify data already in an automated information system, scanning a linear bar code normally meets the requirement. If an automated information system lacks data, the 2D bar code can be scanned and used to populate the database in the automated information system.

Linear Bar Code

A-7. The linear bar code provides item identification and document control information for individual items and shipments. Linear bar codes have limited storage capacity, normally consisting of about 20 characters. The commercial automatic identification manufacturer's BC-1 (Code 39) is the standard for linear bar codes used throughout DoD. Linear bar codes are used to represent key data elements (e.g. a national stock number, document number, or transportation control number). Figure A – 1 shows a linear bar code.

Figure A – 1 Linear Bar Code

A-8. The linear bar code is best used as an automated key to information pre-positioned in an automated information system. For example, in a force deployment scenario linear bar code information would represent each piece of equipment in the TC-AIMS II deployment equipment list. After the UMO verifies the data in TC-AIMS II, a linear bar code is printed for each piece of equipment. Using the hand held scanner, the UMO verifies that the bar code is readable and accurate. After verification, the UMO ensures the bar code is affixed to the appropriate piece of equipment. The bar code on is then scanned again to ensure that it was not damaged while being attached. This bar code can now be scanned by other operators in the force projection process to automatically capture the equipment information and to verify the accuracy of data in their automated information system. If equipment is being palletized (or repalletized due to a change in aircraft configuration), the bar codes attached to each piece of equipment can be scanned to create the pallet content list. After scanning all linear bar codes, a RFID tag or a 2D bar code can be automatically generated to provide a detailed pallet content list. By scanning the bar codes, potential manual data entry errors are eliminated.

Two Dimensional (2D) Bar Code

A-9.   A 2D bar code has a much greater data storage capacity than a linear bar code. They are currently capable of holding 1,850 characters.   A 2D bar code can sustain considerable damage and still be read because of the redundancy of data within the bar code.   DoD uses the commercial standard Portable Data File 417 (PDF 417) as the standard for all DoD 2D bar codes. The 2D symbology provides comprehensive data on documents, individual items or shipments, and consolidation data on multi-packs and air pallets. Figure A – 2 shows a 2D bar code matrix.

Figure A – 2 Two Dimensional Bar Code

A-10. Military shipping labels will incorporate 2D bar code fields as well as linear bar codes. Figure A – 3 shows an example of a "test" military shipping label with linear bar codes used in blocks 1, 9 and 16 and 2D bar code technology being used in block 18.

Figure A – 3 Military Shipping Label (test)

OPTICAL MEMORY CARD

A-11. An optical memory card (OMC) uses the same technology employed in compact disks and CD-ROM products. Data is etched to the card with a high-intensity laser creating a series of pits in the card. A low-power light beam is used to read the pits and collect the data. Data is written to an OMC in sequential order. As changes occur, all the shipment data is rewritten on the card (data on the card cannot be over-written). The card can be reused until all available memory space is filled. The optical memory card has a very large data capacity (2.4 megabytes), and DoD accepts the Drexler European License Association (DELA) standard format. Optical memory cards are relatively inexpensive, reusable, and unaffected by climatic changes. They are best used to transfer large amounts of shipment data to facilitate receipt processing at final destination.

A-12. In force projection operations optical memory cards will normally be used for sustainment cargo that is being containerized at installation level and above. Army supply practices attempt to create single consignee packs that are throughput to the end users supply source. In these cases, the multipack is not broken down before arrival at its final destination. This allows the data populated to the OMC to be used to verify multipack content and to automate receipt processing of the shipment. USTRANSCOM will not use optical memory cards at their strategic nodes for port to port shipments. In general, shipments that are consolidated at USTRANSCOM POEs are reconfigured at the POD. USTRANSCOMs automated information systems handle the data transfer and the need for optical memory cards at these nodes is redundant.

A-13. Deploying units can also use optical memory cards to support container movement. Under normal circumstances, the unit would pack the container and write an RFID tag using their TC-AIMS II system. In force projection operations where host nation RF approval has been denied or RFID is not being used, optical memory cards can be used to account for detailed container and pallet content. The UMO would use the TC-AIMS II hand held reader to scan bar codes as items are packed into the container. Once the container is loaded, the UMO coordinates with the installation to produce an optical memory card using the installation level TC-AIMS II system. This scenario would require advance coordination with downstream nodes as optical memory card use for unit packed containers is not a normal business practice. Theater RSO&I facilities would also require a capability to read OMC data on the arriving container. Figure A – 4 shows an OMC.

Figure A – 4 Optical Memory Card

SMART CARDS (ALSO KNOWN AS COMMON ACCESS CARDS)

A-14. A Smart Card is a plastic card similar in shape to a military identification card. Unlike the ID card, the Smart Card contains an integrated circuit chip with an 8-bit embedded microprocessor and 1 to 8 kilobyte memory capacities. Smart Cards may also contain one or more other methods (i.e., magnetic strip, bar code, digitized photo, printed information) for storing information related to the cardholder. Newer cards will have 16 and 32-bit microprocessors and a data storage capacity between 16 and 32 kilobytes. In addition to memory capacity, Smart Cards can contain security measures such as personal identification numbers, passwords, encrypted data, photos, or thumb print technology.

A-15. Power Projection Platforms and CONUS Replacement Centers (CRC) should be configured for Smart Card technology in order to use this AIT tool in future deployment and redeployment operations. TC-AIMS II will eventually have the capability to read and create Smart Cards. USTRANSCOM's Global Air Transportation Execution System (GATES) and Remote GATES (R-GATES) will both use Smart Cards for passenger manifesting.

A-16. In a force projection scenario, the installation would produce Smart Cards for each deploying soldier as the soldier completes the Soldier Readiness Process. The Smart Card is then used to create automated manifests for bus, rail, air, sea, or other passenger movements. The Smart Card is scanned at each node where passengers transfer or change modes of transportation. This scan quickly verifies the accuracy of data in the automated information system manifest. At the tactical assembly area, a Smart Card scan of all arriving soldiers can be used to create an in-theater personnel database. Smart Cards can also be issued as part of the Non-Combatant Evacuation Operation (NEO) packet and used to track the movement of NEO passengers as they depart the theater of operations. Figure A – 5 depicts a Smart Card.

Figure A – 5 Smart Card

RADIO FREQUENCY IDENTIFICATION TECHNOLOGY

A-17. RFID is best used in force projection operations to provide automatic data capture of movements at key transit (choke) points during the deployment and redeployment flow, without human intervention. RFID also provides commanders standoff container or pallet content visibility and can be used to locate tagged items in congested ports, container yards, or staging areas.

A-18. RFID tags contain a microchip, a long life battery, and a RFID transceiver. The microchip contains unique tag identification information and can be loaded with data to identify the item(s) traveling with the tag. RFID write stations (tag docking stations), or interrogators, are used at the point of origin to write supply and transportation data to the

tag and to report the same information to a central database. As the tag passes an interrogator during movement, the interrogator sends out an RF signal and "wakes up" the tag. The tag responds by sending data to the interrogator. The interrogator then passes this information and a date/time stamp to a supported automated information system or a regional ITV server. The interrogator can also be set to activate a tag beeper for all the tags within its range, or activate a specific tag number. Using this option, operators can find specific tags and associated equipment. RFID technology components are listed below.

Radio Frequency Tag

A-19. The Army is currently using two RFID tags, the older Seal Tag II and a newer tag 410 (see Figure A-6). Eventually the Army intends to transition to a single tag. Both tags hold data in the same format and transmit the data on the same frequency. Each tag has a unique tag number and can store up to 128 kilobytes of data. The tags have an omnidirectional unobstructed range of approximately 300 feet. The battery life of the tag is approximately 9 years, based on two collections per day. Battery life is an important consideration and should be checked closely when source data is written to the tag. The organization writing the tag should ensure that low batteries are replaced. Additionally, the theater ITV plan will identify nodes in the force projection process where the battery life should be checked and low batteries replaced. Battery life can be checked by a fixed or handheld RFID interrogator or by viewing the Regional ITV Server low battery pages on the World Wide Web.

**Figure A – 6 RFID Tags (Left – Older SealTag II – Right – Newer Tag 410)**

A-20. RFID tags are best used in force projection operations to provide in-transit visibility of equipment and containers as they pass interrogators. The interrogators are located at the entrance and exit gates to deployment nodes or at transportation designated transit points. RFID tags can also be used to locate the piece of equipment that they are attached to by utilizing their "beeper" option. Similar to other methods of AIT, it is essential that the initial source data populated to the tag be correct in order for the RFID system to function properly.

A-21. Current RFID technology employed by DoD requires interrogators to be positioned within approximately 300 feet of the location where the RFID tag will pass or be located. In order for RFID technology to capture ITV data in the force projection

scenario RFID interrogators must be installed prior to RFID tags passing the collection location.

CONTACT MEMORY BUTTONS

A-22. Contact memory buttons are an AIT enabling tool used by the Department of Navy. The Naval Supply Systems Command attaches the buttons to various pieces of equipment to provide ready access to a component's maintenance history. LIA and the Army maintenance community are currently exploring using contact memory buttons for similar purposes on Army equipment. A contact memory button is a very small, fast, read-write data storage device impervious to the elements in most harsh operating environments. It has a data storage capacity of between 128 and 32,000 bytes. A button does not require a battery to retain its memory and has a life expectancy of 100 years or 1 million read-write cycles. Buttons cannot be read remotely. Data is read from the button by touching a probe to the outside of the container. Buttons can be read-only, write-once-read-many-time, or read/write to allow updates. Figure A – 7 shows a button and probe.
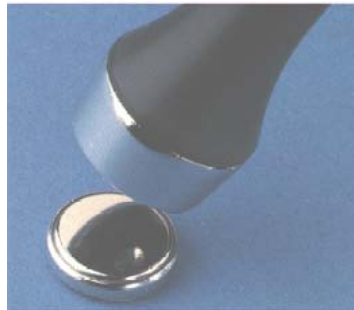
Figure A – 7 Contact Memory Button and Probe

SECTION II – AIT HARDWARE

A-23. AIT hardware consists of enabling tools that allow operators to write information to AIT data storage devices or read/interrogate data that is populating an AIT data storage device. Following is a sample of some of the available tools currently used by the Army. (A complete list of current AIT hardware is available on the Product Manager AIT web page (www.peostamis.belvoir.army.mil/ait/home.htm) under the "Products" section.)

RFID TAG DOCKING STATIONS

A-24. The tag docking station is a hardware interface unit connected to an automated information system. The tag docking station is used to write data to RFID tags, one tag at a time. The tags are inserted into the docking station and data is transferred. It is

important to interrogate the tag after data transfer to verify the information was correctly written. Tag docking stations will normally be used only at locations where pallets are being built or containers are being stuffed, i.e., DLA depots, installation container consolidation point, or at other major logistics activities. In force projection operations, tag docking stations will primarily be located at installation level to write tags for containers stuffed at installation logistics centers. For unit stuffed containers, the UMO will use the TC-AIMS II laptop and docking station to populate data to the tag. Figure A − 8 shows the docking station for the older SealTag II on the left and the newer tag 410 docking station on the right.

Figure A – 8 RFID Tag Docking Stations

RFID FIXED INTERROGATOR

A-25. A fixed AIT interrogator transmits queries to and receives data from all active RFID tags in its area. The maximum radius is approximately 300 (unobstructed) feet. The interrogator then passes the data to a host computer that can update the appropriate AIS. The data can also be passed to regional ITV servers and GTN to provide in-transit and total asset visibility. Fixed interrogators are positioned permanently in warehouses, central receiving points, and at selected points within transportation networks. The interrogator operates by sending a 'wake-up' signal to the RFID tag, which then transmits data back to the interrogator on a different frequency. (In some configurations, such as a GateReader, a motion sensor is included to activate the interrogator for data collection of tags on vehicles approaching the sensor). Fixed interrogators are also used to write data to tags. Although interrogators take more time to write the data to an individual tag, the fixed interrogator can write to multiple tags as opposed to a docking station that can only write data to one tag at a time. Interrogators are compatible with both the older and newer models of RFID tags. Figure A – 9 shows a picture of a RFID fixed interrogator mounted on a pole.

Figure A – 9 Fixed Interrogator

RF RELAY

A-26. The RF Relay functions as a wireless modem and is used as a substitute for hard-wire connections between fixed interrogators and the host computer. The RF Relay has a 7,500-foot range (unobstructed). RF Relays can be used in pairs to form a repeater for data transmission over longer distances or around obstructions. Figure A – 10 shows a

RF Relay.

**Figure A – 10 RF Relay**

HAND HELD INTERROGATORS/SCANNERS (HHI)

A-27. RFID hand held interrogators/scanners (HHI) operate much like fixed interrogators but are not directly connected to the host computer or RFID Modem. Data from HHIs are downloaded to the host computer using a cable or infrared port. HHIs can be used to locate a specific tag, view the tag details, or to locate a specific item contained within one of several tagged containers or pallets. Additionally, HHIs can change (update) the tag data without using a docking station, or they can populate data to a new RFID tag. It is normally not recommended to change information on the tag using a HHI unless it is assured that the modified data will be uploaded to the regional ITV server. If the data is not uploaded viewers of the tag data on the regional ITV server (via WWW) will see different tag information than what is actually on the tag. HHIs are also used to scan bar codes (capability can be built into interrogator or require use of a bar code reading attachment). Figure A – 11 depicts two HHIs currently in use by the DoD.

Figure A – 11 Hand Held RFID Interrogators

A-28. Hand held data collection devices are used by personnel to scan and record bar code data. Some of the devices are directly connected to the computer (tethered) while others are portable. The portable devices can store information for download by connecting to the computer system or they may have the ability to transmit data directly to a host computer using a wireless local area network (RLAN, also referred to as radio frequency data communication [RFDC]). Figure A – 12 shows an example of a tethered bar code reader and a portable data collection device.
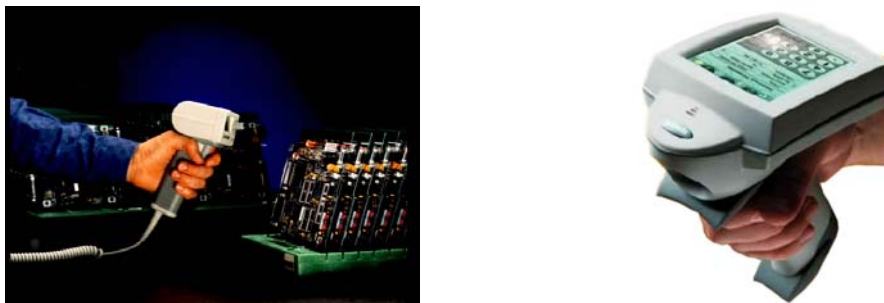
**Figure A – 12 Data Collection Devices**

A-29. Other common AIT hardware used to produce bar codes or transmit ITV data are described in the following paragraphs. A brief description of each device's function in the AIT data collection/transmission process is included.

BAR CODE LABEL PRINTER

A-30. Bar code readability is affected by print quality, smears, poor contrast, improper label stock, incorrect ink, and poor printer adjustment. Operational tests have found that as many as 50% of the bar codes printed at some locations are unreadable. Proper printer

maintenance and care are important for producing readable bar codes. Figure A – 13 shows a desktop bar code printer as well as a ruggedized portable bar code printer.
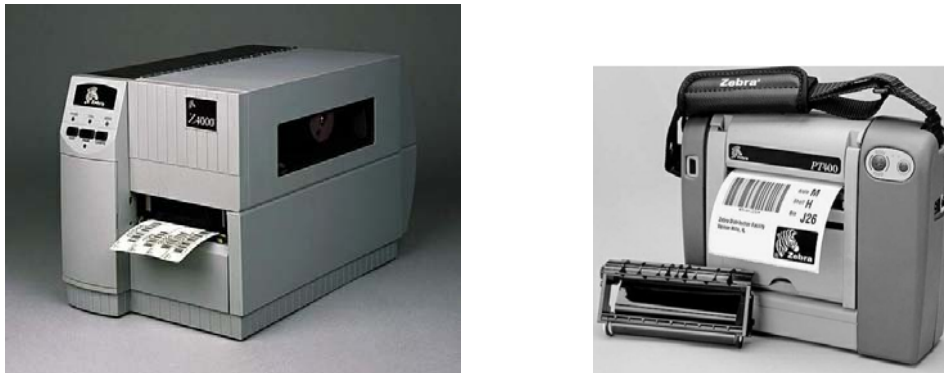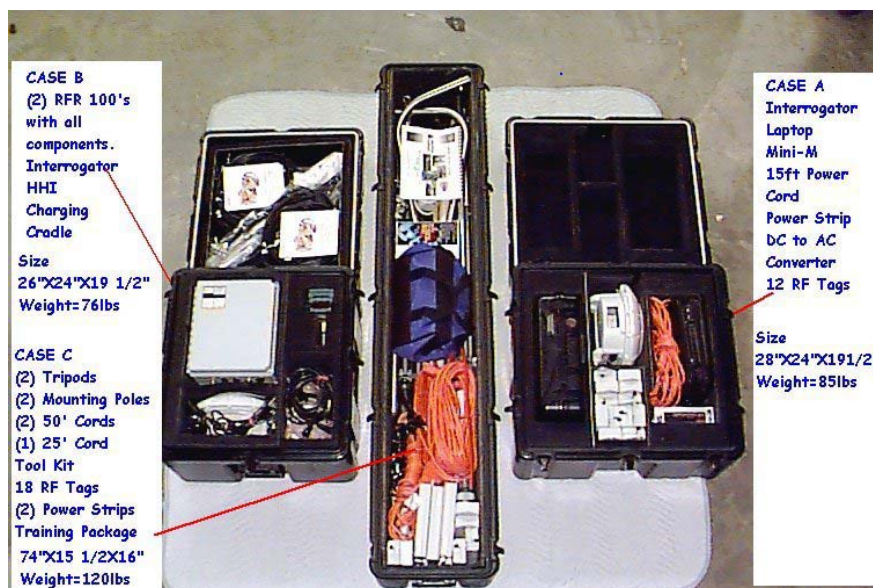

Figure A – 13 Bar Code Printers

DEPLOYABLE AIT CAPABILITY KIT CONFIGURATION

A-31. Major components of the current LIA operational prototype deployable AIT capability kit (also known as an Early Entry Deployment Support Kit [E^{2}DSK] [AIT] or flyaway kit) are grouped into three hard cases. Instructions with pictures on how to attach cables and equipment are included. The laptop computer will include an on-line tutorial application to provide the user with all information required to successfully install and operate the equipment.

A-32. The complete E^{2}DSK is shown in figure A – 14. It may be used to support:

- Two read stations for a Port Opening Package, Airfield Opening Package, or a remote site where all shipments pass through a common area concurrently. Two stations are required for tag wake-up and 100% collection on shipments passing within 300 feet of installed interrogators.
- One read or write station (rewrite data from source data or from the web site). Requires power from a commercial source, a portable battery, or a military/commercial vehicle.
- One mobile hand held read/write station with MSL print capability.

CASE B
(2) RFR 100's
with all
components.
Interrogator
HHI
Charging
Cradle
Size
26"X24"X19 1/2"
Weight=76lbs

CASE C
(2) Tripods
(2) Mounting Poles
(2) 50' Cords
(1) 25' Cord
Tool Kit
18 RF Tags
(2) Power Strips
Training Package
74"X15 1/2X16"
Weight=120lbs

CASE A
Interrogator
Laptop
Mini-M
15ft Power
Cord
Power Strip
DC to AC
Converter
12 RF Tags

Size
28"X24"X191/2"
Weight=85lbs

Figure A – 14 Early Entry Deployment Support Kit (E²DSK)

A-33. Case A contains the equipment necessary to establish a write station or one read station capability at a designated transit point. The case can also support replacement of damaged tags (rewrite data from source or web site). The hardware consists of a notebook-sized personal computer, one RFID interrogator, 12 RFID Tags, and a portable satellite communication unit (INMARSAT Mini-M). (NOTE: A barcode printer can be added to the kit, replacing some of the RFID tags.) The computer contains the applications to support the ITV write, read, and upload solution. Additionally, the computer will be capable of uploading data to the ITV Web Server via LAN, modem or satellite. The appropriate AC power cords and adapters will be included for the RFID interrogator, notebook computer and the satellite communications unit. The deployable AIT capability kit RFID/ITV training documentation will include information on setting up the RFID equipment (proper connection of power and data cables), operating the equipment, and use of the satellite communication equipment. This case does require a commercial power supply, a portable battery, or a military/commercial vehicle. Figure A – 15 shows a picture of the contents of Case A.

Figure A – 15 E²DSK Case A Contents

A-34. Case B consists primarily of an RFID fixed interrogator, a handheld interrogator (with battery charger), and two RF relays. Both AC and DC power cables are included to
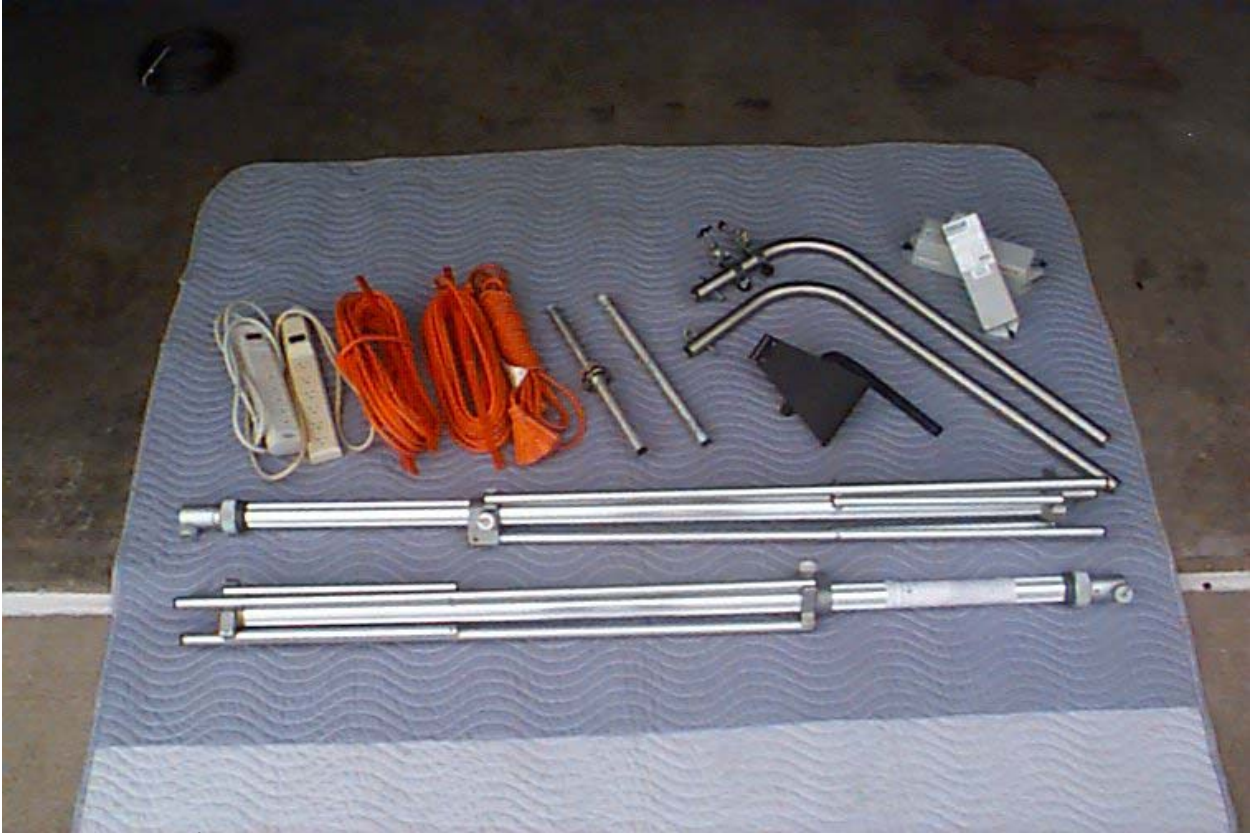
use power from commercial sources, generators, or vehicles. Figure A-16 shows the contents of Case B.

Figure A – 16 E^{2}DSK Case B Contents

A-35. Case C contains two tripods, mounting brackets, 18 RFID tags, power strips and cords, and assorted tools. Figure A – 17 shows the contents of Case C.

Figure A – 17 E^{2}DSK Case C Contents

SECTION III - EMERGING TECHNOLOGIES AND ENABLERS

RFID TAGS ON CONUS COMMERCIAL RAILWAY CARS

A-36. In 1992, a process began to equip all North American rail cars with Automatic Equipment Identification (AEI) tags -- also known as Automatic Car Identification or Rail Car Identification tags. The Association of American Railroad standard for rail equipment tagging is based on radio frequency identification technology developed by Amtech Corporation. It requires AEI tags on every piece of rail equipment in interchange service in North America. Currently, more than 97% of all rail cars in interchange service have been tagged -- more than 3.7 million tags and 6,000 reader sites. Although not an Army asset, it may be possible to use this technology and EDI from the rail company to GTN to provide ITV data of Army equipment moving on commercial rail carriers. This same system may provide a solution for reporting RC equipment arrival at homestation (if traveling by railcar).

RFID TAGS WITH A DIRECT SATELLITE COMMUNICATIONS CAPABILITY

A-37. Recent improvements in RFID technology are being addressed that may solve the problem of needing an AIT RFID interrogation network on the ground in advance of force projection operations. An RFID tag has been developed with the ability to pass information directly to a satellite communication systems. The tags pass data to the satellite and then the satellite transfers the data to the appropriate AIS. This technological improvement may eliminate the need for an established RFID interrogation system during the early stages of a force projection operation. After the area is secure, a regular RFID interrogation system can be established and current DoD RFID technology employed.

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